Transportation Planning : Infrastructure Design
an RSK company

Castle Green Homes Limited

Proposed Residential Development, St George Road, Abergele

Transport Assessment

251288

NOVEMBER 2026



SCP GENERAL NOTES

Project No.: 251288-TA (0.1)

Title: Proposed Residential Development, St George Road, Abergele, Transport Assessment

Client: Castle Green Homes Limited

Date: 10 November 2026

Office: Manchester

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Revision	Date	Status	Prepared by	Approved by
0.0	02.11.26	Issue	CT	PT
0.1	10.11.26	Issue	CT	PT

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Where field investigations have been carried out, these have been restricted to a level of detail required to achieve the stated objectives of the work.

This work has been undertaken in accordance with the quality management system of SCP.

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1 INTRODUCTION

Overview

1.1 SCP have been appointed by Castle Green Homes Limited to provide transport planning and engineering advice in relation to a planning application for a residential development, comprising 123 affordable dwellings, on land north of St George Road, Abergele.

Planning Background

1.2 The site forms part of a wider allocation site known as 'Abergele South East' in the *Conwy Local Development Plan 2007-2022*, with the wider Abergele South East site allocated for mixed-use housing and employment.

1.3 The *LDP28: Abergele Southeast Development Brief* SPG document, as adopted in 2016, was prepared in relation to the Abergele South East allocation site to inform planning applications on land within the allocation. The Vision for the site identified in the Development Brief is:

> *A development that delivers an attractive and functional place to live, work and play which enhances Abergele, creates a "sense of place" and is capable of setting a design standard for future development in the town.*

1.4 One of the objectives identified in the Development Brief is "*To ensure that the development does not compromise traffic flows in and around the town and complements future improvements to the highway network*.". The document outlines a requirement for a new link road from the A55 Faenol Interchange, which provides an alternative connection between St George Road and the A55 Faenol Interchange to reduce pressure on St George Road and Abergele Town Centre.

1.5 As part of the Local Development Plan, Conwy County Borough Council (CCBC) commissioned Atkins to prepare a design of the link road which included the site access off the A55 Faenol Interchange. CCBC have since revisited the scheme and prepared an alternative design which maintains the existing access to The Kinmel & Kinspa hotel in its current form / location.

1.6 As detailed later, the proposed development will deliver the southern section of the link road and associated access junction onto St George Road, helping to facilitate the wider delivery of the link road and objective of the Development Brief.

1.7 A planning application (Application Reference: 0/51041) in relation to part of the wider Abergele South East allocation site was submitted to Conwy County Borough Council (CCBC) on 29th August 2023, for a 277 dwelling residential development (referred to as Vistry development) accessed off St George Road. No highway objections were raised by the Local Highway Authority (LHA) and the application was recommended for approval, although it was subsequently refused at committee on 19th December 2025, against Officer recommendation.

1.8 At the time of preparing this report, the aforementioned planning application is the subject of an Appeal. It should be noted that an improvement scheme for St George Road was proposed (and accepted by the LHA) as part of the Vistry development, comprising the widening of the carriageway along the site frontage to 5.5m in width and the provision of a separate 3m shared footway/cycleway behind the existing hedgerow within the site boundary. The Vistry development also proposed a reduction in the speed limit on St George Road together with the introduction of a speed calming gateway feature.

1.9 This Transport Assessment (TA) provides an assessment of the traffic and transport implications associated with the development proposals to inform CCBC, as local highway and planning authority, and the Welsh Government (WG) as highway authority for the A55 trunk road regarding the nature and magnitude of their impact.

1.10 It should be noted that the specific scope of this report, along with the TA study area, is consistent with the TA scope agreed as part of the Vistry development application for development on the wider allocation site.

Structure of Report

1.11 The structure of the report is summarised below:-

- Chapter 2 – describes in detail the site location, local highway network, existing traffic conditions and road safety record;
- Chapter 3 – defines the development proposals including the proposed access, servicing and car parking arrangements;
- Chapter 4 – summarises relevant policies and evaluates a Transport Implementation Strategy;
- Chapter 5 – considers the location of the site with regard to the existing local sustainable transport infrastructure;
- Chapter 6 – describes the future baseline traffic conditions on the local highway network in relation to traffic growth and committed developments;

- Chapter 7 – estimates the trip generating potential of the proposed development and distributes and assigns the vehicular trips on the local highway network;
- Chapter 8 – presents an assessment of the impact of the development on the operational performance of the local highway network; and,
- Chapter 9 – provides a summary and conclusion to this TA derived from the analysis presented in the above chapters.

2 EXISTING CONDITIONS

Overview

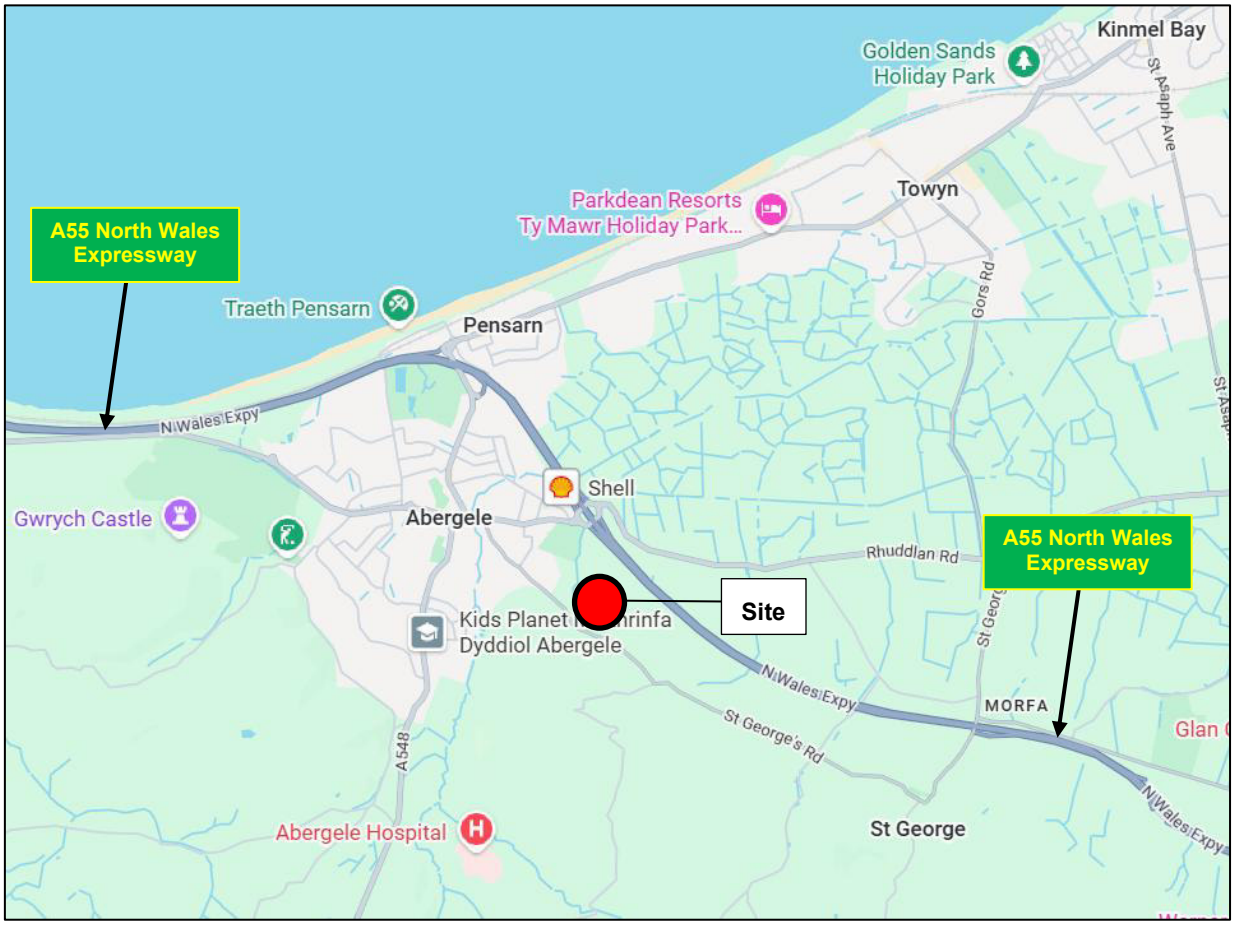
2.1 This Chapter provides a detailed description of the location of the site, the local highway network, existing traffic conditions and road safety record.

Site Location

2.2 The application site is located to the north of St George Road, less than 1 mile south-east of Abergele Town Centre.

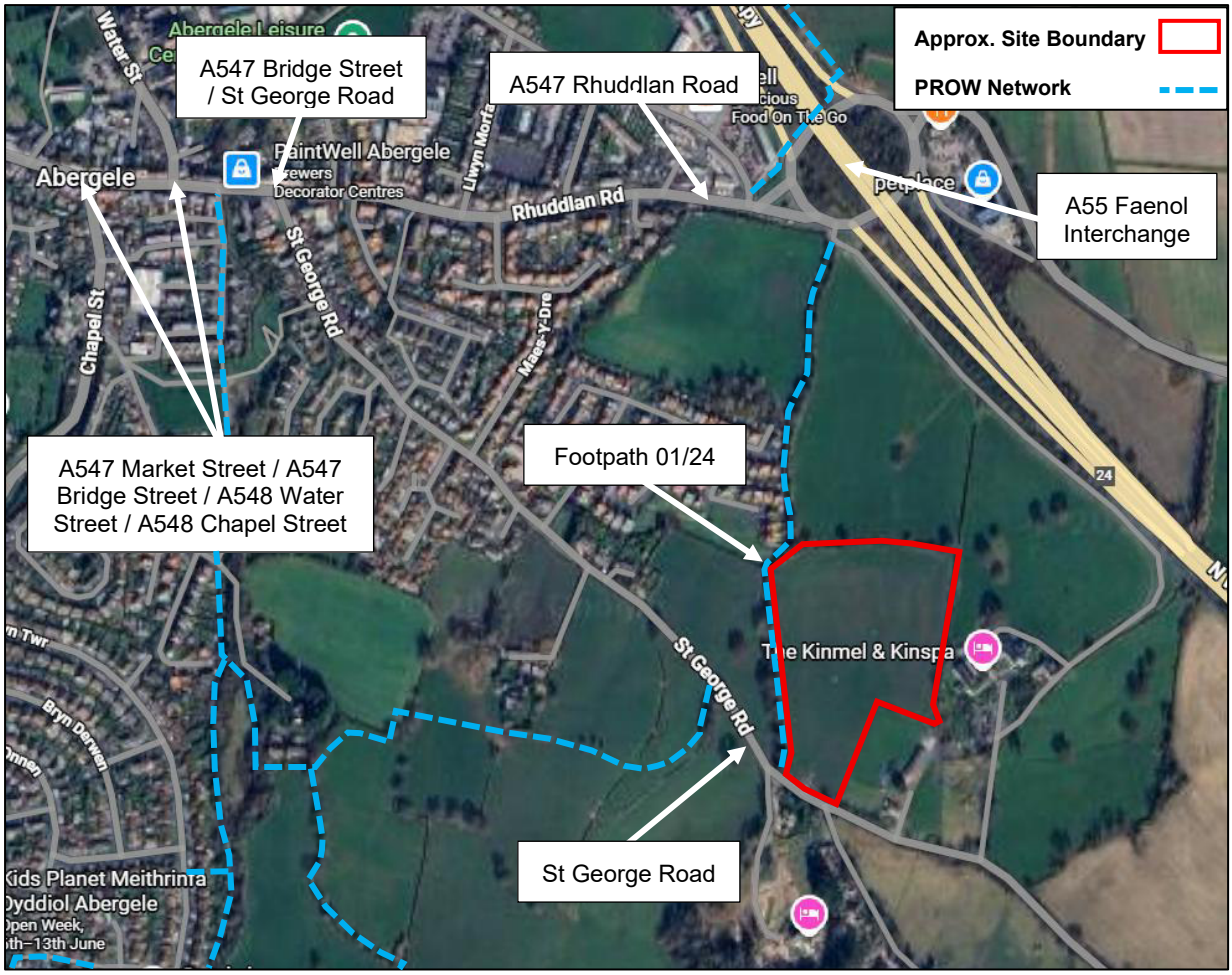
2.3 The location of the site in relation to the wider highway network is shown on **Figure 2.1** below.

Figure 2.1 – Site Location Wider Highway Network



2.4 The approximate site boundary is shown in relation to the local highway network in red on **Figure 2.2** below.

Figure 2.2 – Site Location Local Highway Network



2.5 The application site comprises undeveloped land with an existing gated access connecting it to St George Road to the south. Public right of way (PROW) Footpath 01/24 also runs in a north to south direction along the western boundary of the site, as shown on **Figure 2.2**, which connects to the wider PROW network via a short section of St George Road.

Local Highway Network

2.6 St George Road fronts the southern site boundary and provides a link between Abergele Town Centre, to the north-west, and the village of St George to the south-east via St George's Road. The carriageway width of St George Road between the site and Abergele Town Centre varies between 4.3m and 7m, although it is generally between 4.8m and 5.5m. Whilst there is a short section of St George Road which measures between 4.3m and 5.7m, the narrowest point of St George's Road is in excess of 4.1m, which is sufficient for 2 cars to pass based on guidance in Manual for Streets, and this section is protected by traffic regulation orders.

2.7 In the vicinity of the site, St George Road has a carriageway width of circa 4.8m which is subject to the National Speed Limit, although the speed limit reduces to 20mph circa 240m north-west of the site where St George Road is boarded by residential development. St George Road benefits from a continuous and lit footway connection between Abergele Town Centre and the St George Road / Hendre Las junction, circa 350m north-west of the site.

2.8 As detailed earlier, PROW Footpath 01/24 runs along the western boundary of the site and provides a connection to the A547 Rhuddlan Road to the north. The A547 Rhuddlan Road provides a link between the A55 Faenol Interchange to the east and Abergele Town Centre to the west. The A547 Rhuddlan Road is subject to a 20mph speed limit and benefits from regularly spaced street lighting columns as well as footways on both sides of the road. There are bus stops located on both sides of the A547 Rhuddlan Road, circa 400m (walk-distance) west of the A55 Faenol Interchange, and a zebra crossing is also present in this location to assist pedestrians across the road.

Traffic Flow Data

2.9 The study area for the TA is consistent with the TA scope agreed as part of the Vistry development application and includes the following junctions, with the location of the off-site junctions in relation to the development site also shown on **Figure 2.2** earlier:

- St George Road / Site Access
- A55 Faenol Interchange
- A547 Bridge Street / St George Road
- A547 Market Street / A547 Bridge Street / A548 Water Street / A548 Chapel Street

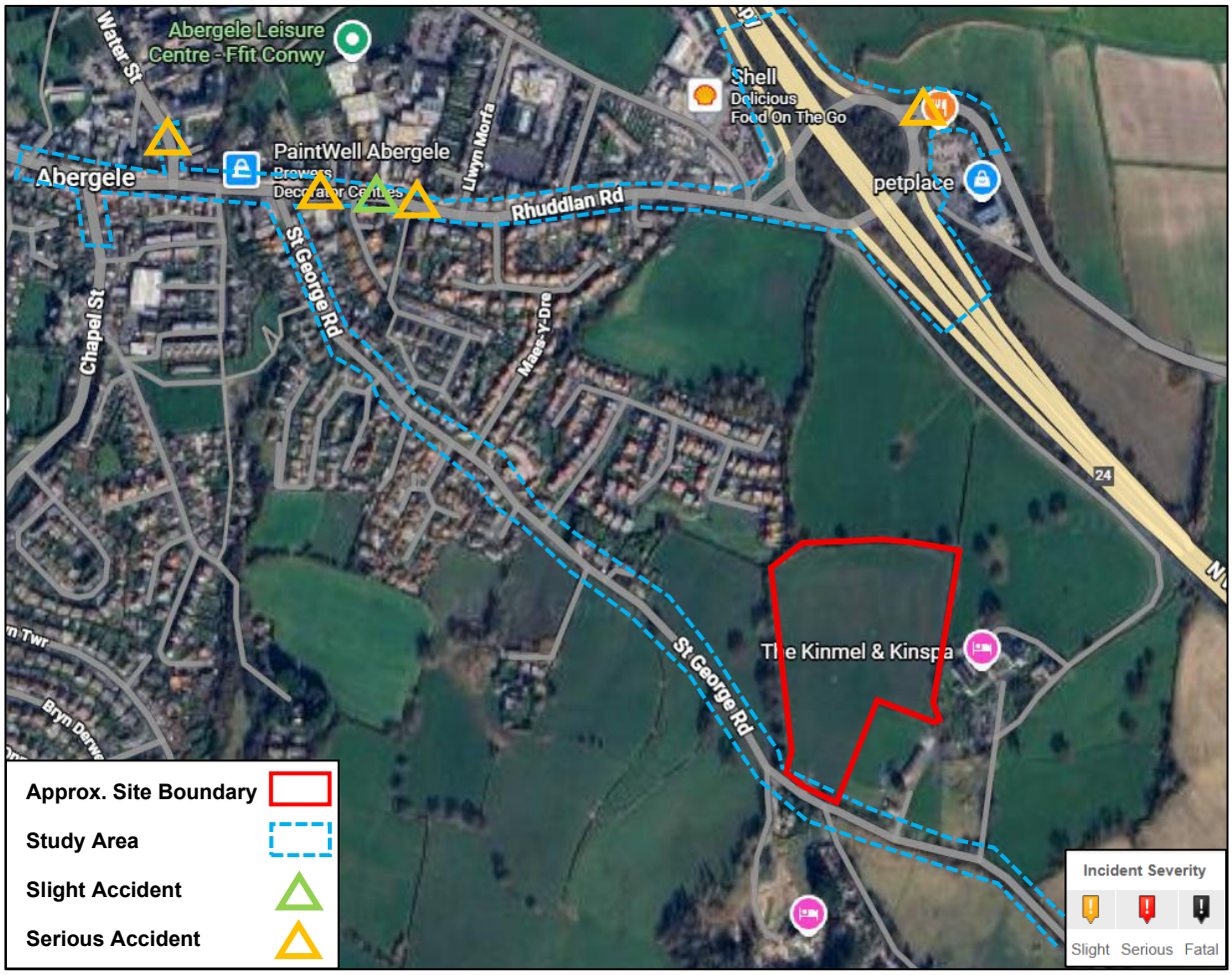
2.10 In order to establish the existing traffic flow demand on the local highway network, manual classified turning count surveys were undertaken on Tuesday 25th November 2025 at the junctions in the TA study area.

2.11 The traffic survey data is presented in **Appendix A** with the base peak hour traffic flows shown diagrammatically on **Traffic Flow Figure 1**.

Road Safety

2.12 In order to identify critical locations on the network with a poor accident record, the personal injury accident data has been obtained from CrashMap for the most recently available 5-year period (2021-2025 inclusive). The location and severity of any accidents within the study area during this period are shown in **Figure 2.3**.

Figure 2.3 – Road Safety Plan



2.13 As can be seen from the above, no accidents were recorded at the A547 Market Street / A548 Chapel Street junction, the A547 Bridge Street / St George Road junction or on the entire length of St George Road, although a total of 5 accidents were recorded in the study area during the 5-year study period.

2.14 Of the recorded accidents, 1 'serious' severity accident took place at the A55 Faenol Interchange in 2022 and 1 'serious' severity accident took place in the vicinity of the A547 Market Street / A547 Bridge Street / A548 Water Street junctions in 2023. In addition, 1 'slight' and 2 'serious' severity accidents occurred in 2022, 2024 and 2025 on the circa 150m link of the A547 between Llwyn Morfa and St George Road.

2.15 The evidence presented above and illustrated in **Figure 2.3** demonstrates that the area in the vicinity of the site does not have any recurring highway safety problems that could be affected by the development proposals, particularly when considering the size of the study area and the lack of any specific accident cluster spots.

3 PROPOSED DEVELOPMENT

General

3.1 The development proposals consist of a residential development, comprising 123 affordable dwellings, on land north of St George Road, Abergele.

3.2 The proposed site layout is provided in **Appendix B** which confirms 100% of the dwellings will be affordable.

Proposed Access Arrangement

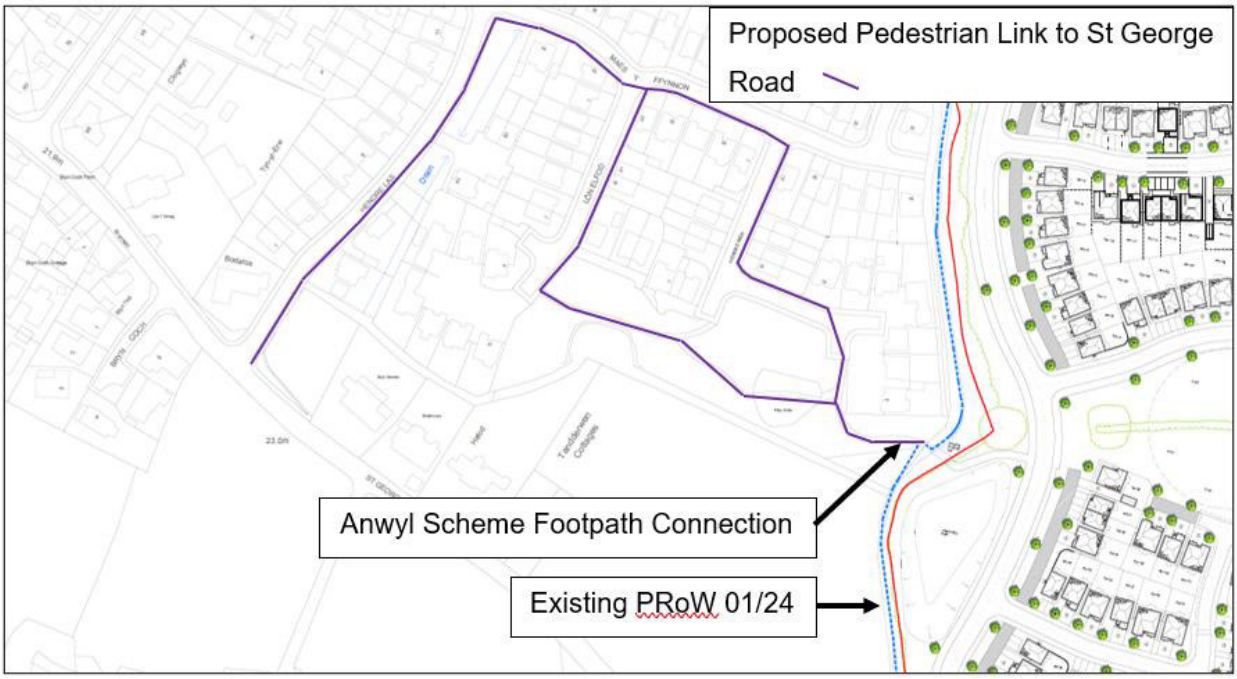
3.3 Vehicular access to the development will be provided off St George Road via a simple priority-controlled T-junction, as shown on drawing number SCP/251288/D01 presented in **Appendix C**. The vehicular access has been designed to provide a typical 5.5m wide carriageway with a 2m footway on the eastern side of the road and a 3m shared footway/cycleway on the western side, which is separated by a grass verge.

3.4 As detailed earlier, the Vistry development proposed a reduction in the speed limit on St George Road together with the introduction of a speed calming gateway feature. As shown on drawing number SCP/251288/D01 presented in **Appendix C**, the existing 20mph speed limit on St George Road is proposed to be relocated to the east of the site with the signage and potential gateway feature location to be discussed and agreed with CCBC. Drawing number SCP/251288/D01, presented in **Appendix C**, demonstrates that 2.4m x 45m visibility is achievable in both directions from the proposed site access. This is in accordance with the visibility requirements set out in TAN18 for a 20mph road, where road traffic speed is not known, and allows for motorists travelling at 10kph above the speed limit.

3.5 The Vistry development also proposed an improvement scheme on St George Road comprising the widening of the carriageway along the site frontage to 5.5m in width and the provision of a separate 3m shared footway/cycleway behind the existing hedgerow within the site boundary, as detailed earlier. The carriageway widening proposed is fully within the adopted highway, as shown on drawing number SCP/251288/D03 presented in **Appendix D**, and is therefore deliverable as part of this development should it come forward in advance of the Vistry development.

3.6 Pedestrian and cycle access into the site will be provided at the same location as the vehicular access. In addition, a pedestrian-only access is proposed via the Anwyl development to the west, as shown on **Figure 3.1**, which provides a suitable footpath connection to the existing footways on St George Road, eliminating the need for prospective residents to walk on St George Road.

Figure 3.1 – Proposed Pedestrian Link to St George Road



3.7 In addition to the above, a pedestrian connection is proposed onto PROW Footpath 01/24. This PROW runs in a north to south direction along the western boundary of the site and provides a connection to the A547 Rhuddlan Road to the north for an onward connection into Abergele, which is within an acceptable walk distance, as well as to the wider PROW network.

3.8 Whilst not required to make the development acceptable in planning terms, should the Vistry development come forward, the proposed development will connect to their 3m shared footway/cycleway which runs behind the hedgerow within their site, connecting onto the PROW in the vicinity of the south-west corner of the application site providing further suitable active travel connections.

Servicing

3.9 The internal road network has been designed to ensure the movements of a refuse vehicle can be accommodated without allowing their requirements to dominate the layout. Swept path analysis has been undertaken of the internal road layout, as shown on drawing number SCP/251288/ATR02 presented in **Appendix E**, which demonstrates that a refuse vehicle can enter the site via the site access, turn within the site and exit in a forward gear.

Parking

3.10 CCBC's parking standards are set out in their Local Development Plan Supplementary Planning Guidance document, titled 'LDP2: Parking Standards', which sets out the requirement for a maximum of 1 space per bedroom (up to a maximum of 3 spaces) as well as 1 visitor space per 5 units.

3.11 As shown on the site layout plan presented in **Appendix B**, the proposed development provides a level of parking in accordance with the Council's maximum parking standards.

4 PLANNING POLICY CONTEXT AND TRANSPORT IMPLEMENTATION STRATEGY

Introduction

4.1 Planning Policy Wales - Technical Advice Note 18:Transport (TAN 18) sets out the need for all TA supporting documents in Wales to include a Transport Implementation Strategy (TIS), which should set objectives relating to managing travel demand for the development and set out the infrastructure, demand management measures and financial contributions necessary to achieve them. The TIS is intended to achieve the following three things:

- *Identify what policy objectives and requirements are set by the development plan in terms of access to the development and movements in and around the site.*
- *Identify what access arrangements are required for a successful development (meeting the needs of the developer, end user, addressing impacts on neighbours and existing movements surrounding the site).*
- *Specify the package of physical, management and promotional measures needed to accommodate the requirements identified above, such as physical infrastructure, the design and location of buildings, parking management, financial incentives and dedicated travel plan co-ordinators.*

4.2 This TIS section is prepared having regard to the advice from TAN 18, as outlined above. It is considered that this TIS can be taken forward and used as a framework for a future detailed Travel Plan that can be secured as part of a planning condition, if considered necessary.

Policy Context - Future Wales: The National Plan 2040

4.3 In terms of the national transport policy that is relevant to the TIS, the *Future Wales: The National Plan 2040* document sets out the direction for development in Wales up to 2040. It provides an overarching development plan with a strategy for addressing key national priorities through the planning system including sustaining and developing a vibrant economy, achieving decarbonisation and climate-resilience, developing strong ecosystems and improving the health and well-being of our communities. Planning decisions at every level of the planning system in Wales must be taken in accordance with the development plan as a whole.

4.4 In relation to transport, the document states that "*Significant investment in public transport, including Metro schemes and active travel infrastructure, including the walking and cycling routes being developed as a result of the Active Travel Act, provide an opportunity to re-think how our places work. Growth should be shaped around sustainable forms of transport and places that make us and the environment healthier. The National Cycle Network is an important part of our national infrastructure and its planned improvements are supported*".

4.5 The Future Wales: The National Plan 2040 document outlines 11 outcomes the WG wants to achieve over the next 20 years. Outcome 7 states that "*Sustainable transport infrastructure will be embedded within development to enable easy and convenient access from one place to another for commuting, business, tourism and leisure purposes. Development will focus on active travel and public transport, allied with a reduced reliance on private vehicles*".

4.6 It is also noted that "*the Welsh Government wishes to see development built in sustainable locations that are supported by the active travel and public transport infrastructure and services needed to enable people to live active and healthy lives*." In relation to Policy 36, the document goes onto state that "*The overall aim is to reduce the need to travel, particularly by private vehicles, and support a modal shift to walking, cycling and public transport*".

4.7 Policy 11 relates to National Connectivity which the WG is committed to improve. Their priorities are to encourage longer-distance trips to be made by public transport, while also making longer journeys possible by electric vehicles.

4.8 "*The Welsh Government will work with Transport for Wales, local authorities, operators and partners to support the delivery of the following measures to improve national connectivity:*

- *Rail Network – Transform the rail network and improve the quality of rail services for passengers.*
- *Bus Network – Invest in the development of the national bus network, fully integrated with regional and local bus networks, to increase modal share of bus travel and improve access by bus to a wider range of trip destinations.*
- *Strategic Road Network – Invest in road improvements to reduce journey times, deliver a safer and more resilient road network, and improve air and noise quality. Create a network of rapid-charging points to enable longer distance travel by electric vehicles throughout Wales.*
- *National Cycle Network – Revitalise the National Cycle Network to create a network of traffic-free paths connecting cities, towns and countryside across Wales.*

4.9 *Planning authorities should support developments associated with improvements to national connectivity and, where appropriate, maximise the opportunities that arise from them*".

4.10 Policy 12 relates to Regional Connectivity and notes that active travel must be an essential and integral component of all new developments, large and small. The WG's priorities are to improve and integrate active travel and public transport.

4.11 "*The Welsh Government will work with Transport for Wales, local authorities, operators and partners to deliver the following measures to improve regional connectivity:*

- *Active Travel – Prioritising walking and cycling for all local travel. We will support the implementation of the Active Travel Act to create comprehensive networks of local walking and cycling routes that connect places that people need to get to for everyday purposes.*
- *Bus – Improve the legislative framework for how local bus services are planned and delivered. We will invest in the development of integrated regional and local bus networks to increase modal share of bus travel and improve access by bus to a wider range of trip destinations.*
- *Metros – Develop the South East Metro, South West Metro and North Wales Metro. We will create new integrated transport systems that provide faster, more frequent and joined-up services using trains, buses and light rail.*
- *Ultra-Low Emission Vehicles – Support the roll-out of suitable fuelling infrastructure to facilitate the adoption of ultra-low emission vehicles, particularly in rural areas.*

Policy Context - Planning Policy Wales Edition 12 (PPW)

4.12 PPW Edition 12 was published in February 2024 by the WG and sets out a framework for the Welsh planning authorities to prepare their development plans. Its primary objective is to ensure that the planning system contributes towards the delivery of sustainable development and improves the social, economic, environmental and cultural well-being of Wales.

4.13 At paragraph 4.1.1, PPW states that "*The planning system should enable people to access jobs and services through shorter, more efficient and sustainable journeys, by walking, cycling and public transport. By influencing the location, scale, density, mix of uses and design of new development, the planning system can improve choice in transport and secure accessibility in a way which supports sustainable development, increases physical activity, improves health and helps to tackle the causes of climate change and airborne pollution by:*

- *Bringing services to people to reduce the need to travel. This is not about preventing travel altogether, it is about planning ahead for better physical and digital connectivity to support access to more local services, and more home and remote working. If more people can walk and cycle for everyday trips, we will reduce our dependency on cars.*

- *Allowing people and goods to move easily from door-to-door by accessible, sustainable and efficient transport. To achieve this, we will need to invest in reliable, efficient and affordable transport services that people want to use, can use and do use. We also need the transport infrastructure to support those services. We will make sure our transport infrastructure is safe, accessible, well-maintained and future-proofed, to adapt to climate change.*

- *Where we need new transport infrastructure, we will use the sustainable transport hierarchy to give priority to meeting the demand for travel by walking, cycling and public transport ahead of private motor vehicles.*

- *Encouraging people to make the change to more sustainable transport. If we are going to meet our climate change targets, we also need people to travel differently. Which means making it easier to do the right thing. We will do this by making low-carbon sustainable transport more attractive and more affordable, and by adopting innovations."*

4.14 In relation to sustainable transport, PPW confirms in paragraph 4.1.8 that "*The Welsh Government is committed to reducing reliance on the private car and supporting a modal shift to walking, cycling and public transport*".

4.15 It goes on to state in paragraph 4.1.10 that "*The planning system has a key role to play in reducing the need to travel, particularly by private car, and supporting sustainable transport, by facilitating developments which:*

- *are sited in the right locations, where they can be easily accessed by sustainable modes of travel and without the need for a car;*

- *are designed in a way which integrates them with existing land uses and neighbourhoods; and*

- *make it possible for all short journeys within and beyond the development to be easily made by walking and cycling".*

4.16 PPW also refers to a Sustainable Transport Hierarchy which prioritises walking, cycling and public transport ahead of private motor vehicles. In relation to the Sustainable Transport Hierarchy, paragraph 4.1.13 states that it "*should be used to reduce the need to travel, prevent car-dependent developments in unsustainable locations, and support the delivery of schemes located, designed and supported by infrastructure which prioritises access and movement by active and sustainable transport*".

4.17 In reference to supporting documentation with planning applications, paragraph 4.156 of PPW states that "*Transport Assessments are an important mechanism for setting out the scale of anticipated impacts a proposed development, or redevelopment, is likely to have. They assist in helping to anticipate the impacts of development so that they can be understood and catered for appropriately*".

Transport Implementation Strategy

4.18 The main policy initiatives which need to be addressed have been summarised above. The key theme relates to reducing reliance on the private car focusing on supporting a modal shift to walking, cycling and public transport.

4.19 The objectives of a TIS should benefit both the occupiers of a development and the wider community. Site specific objectives that are relevant to the proposed development and will form the basis for a Travel Plan are as follows:-

- Increase opportunities for residents;
- Reduce vehicle use in and around the site;
- Reduce the transport impact of the development upon the environment;
- Promote more sustainable ways of travelling; and
- Support government policy to manage travel demand more effectively.

4.20 In order to achieve the objective of reducing single occupancy vehicle travel, realistic short term annual targets for mode share will be set.

4.21 The proposed development is located in the Gele Ward and the UK Census shows that single occupancy travel to work by car mode is, on average, higher in the Gele Ward (78.2%) when compared to Conwy (72.2%) and Wales (71.2%). The existing local single occupancy modal share percentage of 78.2% will form the initial baseline target for the residential properties on the site. The following table shows the figures obtained from the Census data:

Table 4.1 – Mode Share from Local, Regional and National Area

Travel to Work (QS701EW) Census Statistics	Gele Ward	Conwy County	Wales Country
All Usual Residents Aged 16 to 74 in Employment	1,720	50,093	1,363,615
Work Mainly at or From Home	85	3,631	73,140
Underground, Metro, Light Rail, Tram	1	40	1,175
Train	8	576	27,341
Bus, Minibus or Coach	52	2,179	62,903
Taxi	1	236	6,523
Motorcycle, Scooter or Moped	6	277	7,694
Driving a Car or Van	1,278	33,566	918,645
Passenger in a Car or Van	96	2,826	92,727
Bicycle	16	658	19,659
On Foot	163	5,677	145,135
Other Method of Travel to Work	14	427	8,673
Total Persons Travelling to Work	**1,635**	**46,462**	**1,290,475**
Single Occupancy Car Journeys (%)	**78.2%**	**72.2%**	**71.2%**
Car Shares (%)	**5.9%**	**6.1%**	**7.2%**
Public Transport (%)	**3.7%**	**6.0%**	**7.1%**
Walking (%)	**10.0%**	**12.2%**	**11.2%**
Bicycle (%)	**1.0%**	**1.4%**	**1.5%**
Taxi (%)	**0.1%**	**0.5%**	**0.5%**
Motorcycle (%)	**0.4%**	**0.6%**	**0.6%**

4.22 If it is demonstrated (through surveys) that the level of single occupancy car travel from the proposed development is lower than the 78.2% local level, the initial short term targets will be reassessed in conjunction with the local authority to try and bring levels down even further.

4.23 In addition to the single occupancy car travel targets, if it is demonstrated (through surveys) that the level of public transport travel usage to / from the site is less than the 3.7% for the ward, the initial short term targets will be to increase the public transport travel to that level. Once public transport usage from the development is at 3.7%, the targets will be reassessed to try to increase public transport usage levels even further.

Achieving the TIS Objectives and the Monitoring Process

4.24 The objectives and monitoring of the TIS will substantially be achieved through the appointment of suitable Travel Plan Co-ordinator/s (TPC/s). Appropriate start-up funding will be provided for the TPC/s to cover the administration costs involved.

4.25 Once appointed, the TPC/s will act as the main contact for the TIS and will be responsible for implementing the TIS measures, involving new residents, maintaining a database and monitoring the effects of implementation. A full set of duties and responsibilities of the TPC/s is set out in the sections below.

4.26 The TPC/s will inform the Local Planning Authority and the appropriate local public transport operators of their contact details. Similarly, the TPC/s will obtain the contact details of property owners/occupiers and complete a 'Contact' form to provide easy reference when dealing with relevant matters.

4.27 The TPC/s will undertake an initial resident travel survey within three months of 30% occupation of the site to enable a travel database to be set up. The TPC/s will prepare and distribute a questionnaire to each resident to collect the following details:

- Postcode area of place of employment;
- Normal working hours;
- Mode of travel to work;
- Car ownership / usage;
- Reasons for not using public transport and other modes;
- The anticipated take-up of a car sharing scheme, the use of public transport or other non-car modes of travel to work; and
- Information relating to potential areas for sustainable travel improvement, upon which the TPC/s could act and draw up measures to improve the TIS.

4.28 The TPC/s will set up a travel database within 3 months of completion of the travel survey.

4.29 The TPC/s will agree the annual targets with the LPA within 1 month of completion of the travel survey analysis. The initial travel survey results for the proportion of residents travelling by single occupancy vehicles should be recorded along with the agreed short term annual targets.

4.30 The TPC/s will ensure that any changes to the TIS or any relevant information is passed on to residents on a biannual / annual basis in the form of leaflets.

4.31 The TPC/s will ensure that residents are provided with information to allow ease of use of local public transport by providing up-to-date public transport route maps and timetable information in 'welcome packs', and updating by leaflet drop as necessary. Contact details for local taxi firms will also be provided by the TPC/s.

4.32 The TPC/s will liaise regularly with local public transport operators to ensure that information remains valid. The TPC/s will provide details of the websites and telephone advice services, such as http://www.traveline.info/ to enable residents to obtain details on their individual journey requirements.

4.33 The TPC/s will encourage walking as a mode of travel to the site by implementing the following initiatives:-

- Raise awareness of the health benefits of walking through promotional material; and,
- Provide a map showing walking routes, indicating distances and times to the most common destinations near to the site.

4.34 In conjunction with the pedestrian initiatives, the TPC/s will investigate the potential to set up a bicycle user group (BUG) to encourage residents to cycle to work.

4.35 The TPC/s will set up a car sharing scheme, utilising the online website https://liftshare.com/uk, within 3 months of receiving the initial travel surveys. Residents will be contacted by the TPC/s to allow potential car sharers to register an interest and provide details of their journey to and from work along with their contact phone number and home location. The TPC/s will then identify suitable matches for residents that may be able to share their journeys to and from work.

4.36 The TPC/s will make the new residents aware of the existence of the TIS by providing them with a copy of the TIS as part of a welcome pack as they move into their properties. The existence of the TIS would also be highlighted in promotional literature and advertising for the new dwellings.

4.37 The TPC/s will monitor travel patterns on an annual basis for the first five years of the occupation of the site and then at suitable intervals as agreed by the Local Planning Authority. The monitoring of the plan is important for the following reasons:-

- It will ensure that the Local Planning Authority can see that the aims and objectives of the TIS are being achieved;
- It justifies the commitment of the TPC/s and of other resources;
- It maintains support for the plan by reporting successes;
- It identifies any measures that are not working or problems with the approach of the Plan.

4.38 Surveys will be used to monitor travel to and from the site. The surveys can be used to monitor the number of residents walking, cycling, using cars and using public transport. The results can then be compared with the mode share targets identified earlier in this framework TIS and used to update the initial mode share targets if required.

4.39 The TPC/s will develop the monitoring programme in conjunction with the Local Planning Authority to ensure that the monitoring procedures are appropriate. The TPC/s will maintain a monitoring table of progress to key TIS targets based on the results of the monitoring travel surveys. This table will be published and distributed by leaflet to residents on the site.

4.40 The TPC/s will make information on mode share available to the Local Planning Authority as part of the continuous monitoring process, subject to the provisions of the Data Protection Act.

4.41 The TPC/s will undertake an annual review of the TIS in conjunction with the Local Planning Authority. This review will be important in assessing the effectiveness of the measures implemented and to identify areas where modification may be necessary. In particular the following will be assessed:

- The level of car/non-car usage at the site;
- Comments received from residents.

4.42 When reviewing the effectiveness of the TIS, the following questions will be asked:-

- Which areas offer the greatest potential for change/improvement?
- Was the initiative implemented by the target date?
- How well used is each scheme/initiative?
- How much did it cost to introduce?

4.43 The TPC/s will compare the mode share statistics obtained from the annual monitoring to the targets set for the development. The TPC/s will set revised realistic targets for modal shifts to non-car travel modes and investigate the effectiveness of the TIS initiatives being promoted in conjunction with the Local Planning Authority.

4.44 Considering the data collected from the monitoring process, the TPC/s will adapt the TIS to enable the revised agreed targets to be achieved and submit a review report to be agreed with the Local Planning Authority.

4.45 It is considered that the delivery of the TIS / Travel Plan can be secured by planning condition, as appropriate.

5 ACCESSIBILITY

General

5.1 This chapter presents a review of the accessibility of the site by walking, cycling and public transport modes.

5.2 The accessibility of the site by non-car modes has been assessed by comparison with the following threshold distances, as set out by Andrew Davies AM 'Minister for Economic Development and Transport' in his foreword to the 2003 *"Walking and Cycling Strategy for Wales"* document:

Table 5.1 – Walk / Cycle Distance Thresholds

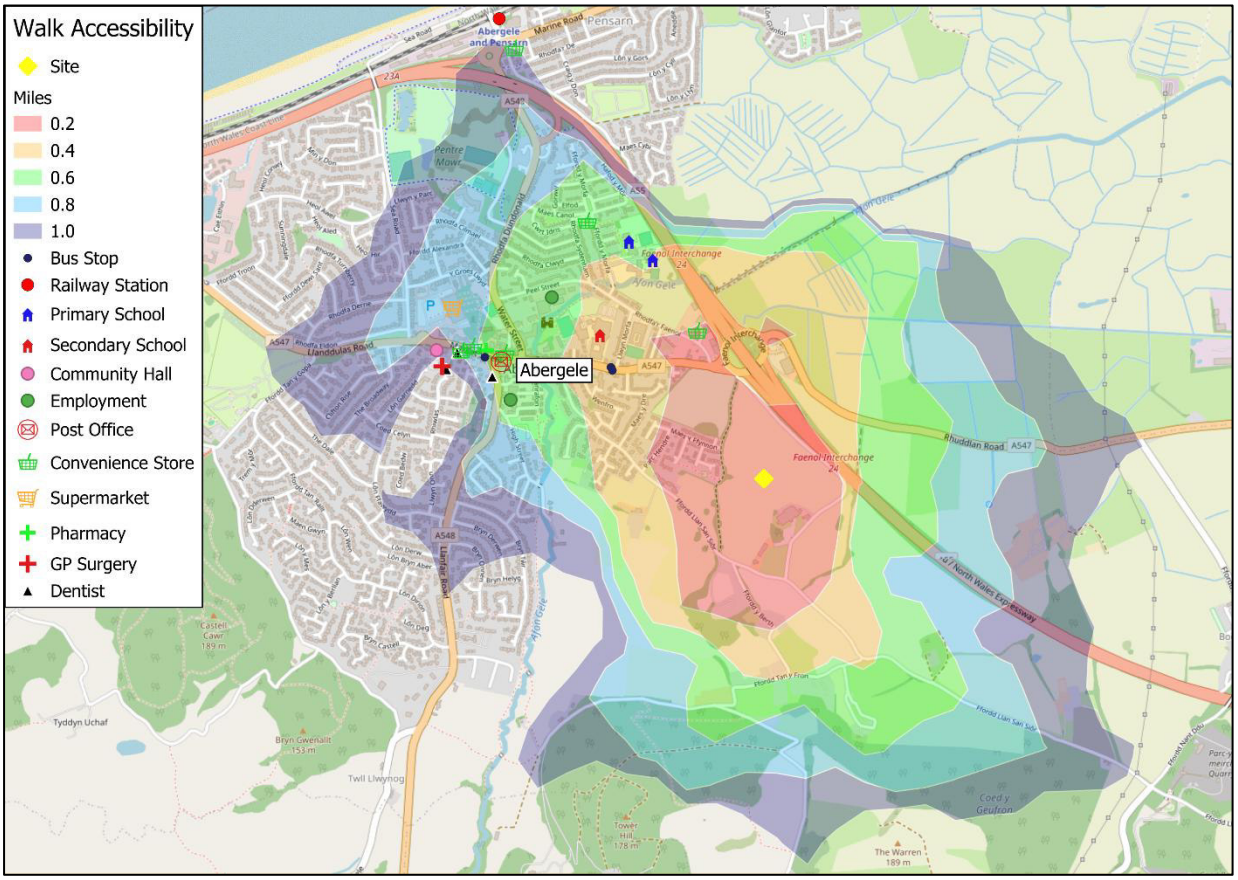
Threshold Distance	Significance	Reference
1 mile	Walking can offer viable and attractive alternatives [to car trips]	Walking and Cycling Strategy for Wales
5 miles	Cycling can offer viable and attractive alternatives [to car trips]	Walking and Cycling Strategy for Wales

Access on Foot

5.3 As detailed earlier, a pedestrian-only access is proposed via the Anwyl development to the west which provides a suitable footpath connection to the existing footways on St George Road, eliminating the need for prospective residents to walk on St George Road. Furthermore, a pedestrian connection is proposed onto PROW Footpath 01/24. This PROW runs in a north to south direction along the western boundary of the site and provides a connection to the A547 Rhuddlan Road to the north for an onward connection into Abergele, as well as to the wider PROW network.

5.4 The pedestrian accessibility of the development has been modelled using the Geographical Information System (GIS) software TRACC to produce isochrone mapping figures. The purpose of the isochrones is to demonstrate the areas within an acceptable walking distance of 1 mile of the site. The areas located within a 1-mile walking distance of the site are shown on **Figure 5.1** below.

Figure 5.1 – Walk Accessibility



5.5 The site is located to the south-east of Abergele Town Centre and is within an acceptable walking distance a number of local facilities the area has to offer, a selection of which can be seen below in **Table 5.1**.

Table 5.1 – Local Facilities Table

Facility	Details	Distance from Site
Bus Stop	Rhuddlan Road / Ty Gwyn Jones (EB)	0.8 miles
Bus Stop	Rhuddlan Road / Ty Gwyn Jones (WB)	0.8 miles
Bus Stop	Market Street / The George and Dragon (WB)	0.8 miles
Employment Centre	Tayna Business Park	0.8 miles
Pharmacy	Allied Pharmacy, Market Street	0.8 miles
Post Office	Post Office, Market Street	0.8 miles
Secondary School	Ysgol Emrys ap Iwan	0.8 miles
Dentist	Mydentist, Chapel Street	0.9 miles
Convenience Store	Premier Abergele, Market Street	0.9 miles
Fast Food Restaurant	Subway, Shell Service Station, Faenol Avenue	0.9 miles
Convenience Store	SPAR - Abergele, Faenol Avenue	0.9 miles
Fast Food Restaurant	McDonald's, Rhuddlan Road	1 mile
GP Surgery	Abergele Clinic, Market Street	1 mile
Primary School	Ysgol Sant Elfod, Ffordd-Y-Morfa	1 mile
Primary School	Ysgol Glan Morfa	1 mile
Supermarket	Tesco Superstore, Market Street	1 mile

5.6 Notwithstanding the above, the Active Travel Wales Act Guidance, published by the Welsh Government in July 2021, provides guidance in relation to reasonable travel distances for each mode of active travel and confirms that many users are likely to travel up to 2 miles on foot with some users likely to travel up to 3 miles on foot. The site is within an acceptable 2-mile walk distance of all of Abergele as well as Pensarn to the north and the facilities these areas have on offer.

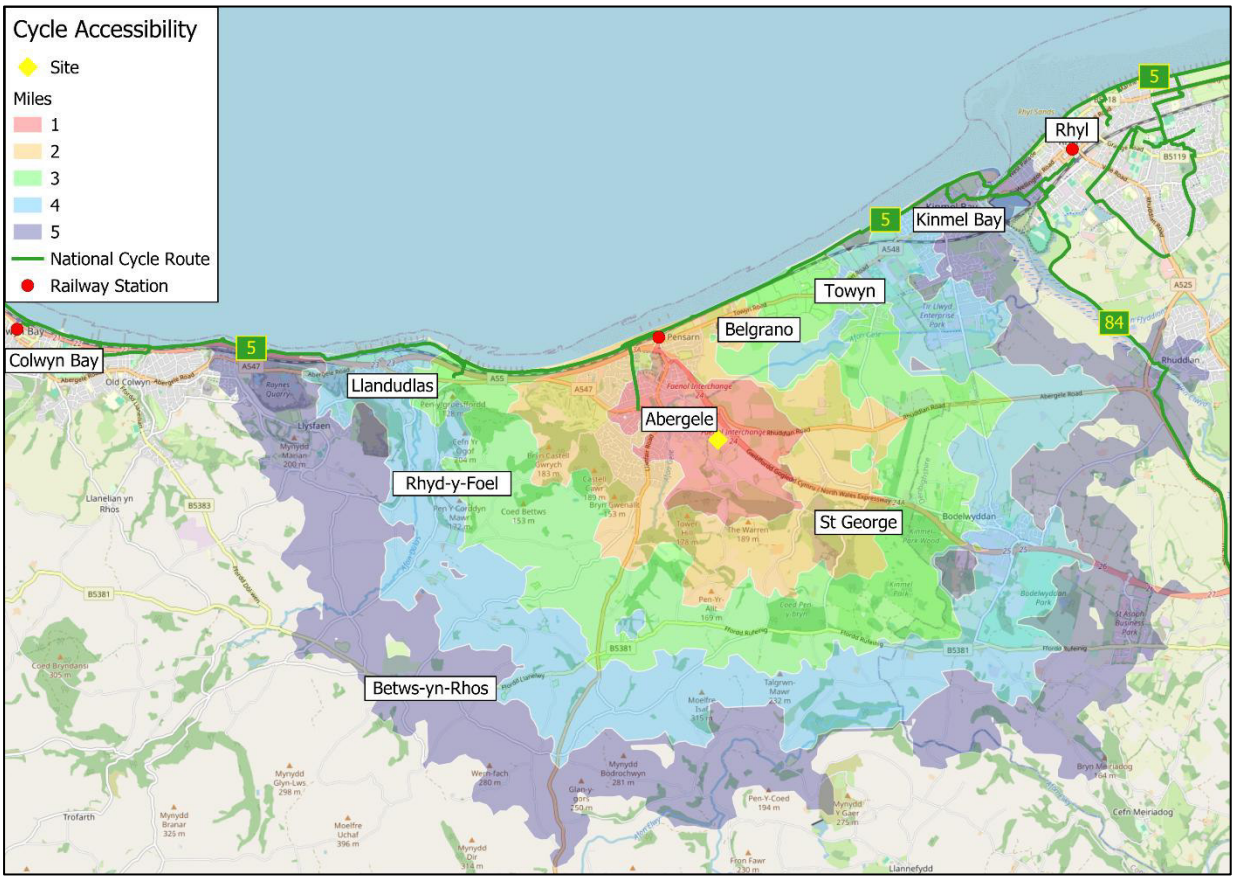
5.7 Overall, the site benefits from relatively high levels of accessibility by foot, being located within an acceptable walk distance of Abergele and Pensarn as well as several key local facilities, allowing walking to be a viable alternative to private car use for prospective residents.

Access by Cycle

5.8 The Walking and Cycling Strategy for Wales identifies that "*Cycling can offer viable and attractive alternatives*" for short trips and as a substitute for shorter car journeys.

5.9 GIS TRACC software has again been used to assess the accessibility of the site by bicycle, for a 5-mile cycle distance and is shown on **Figure 5.2**.

Figure 5.2 – Cycle Accessibility



5.10 The plan demonstrates that Kinmel Bay, Towyn, Llandudlas, St George, Betws-yn-Rhos and Rhyd-y-Foel, amongst others, are all located within an acceptable 5-mile cycle distance from the site.

5.11 **Figure 5.2** also shows the sites proximity to National Cycle Route (NCR) 5. NCR 5 is located along the coast and forms part of a traffic-free route. It is located to the north of the application site and locally links Colwyn Bay to the west, with Rhyl to the east via Llandudlas, Belgran, Towyn and Kinmel Bay. NCR 5 can be joined via a connection from Market Street in the centre of Abergele.

5.12 As the application site is within an acceptable cycle distance of a range of areas and associated facilities, cycling is considered to be a viable alternative to private car use for prospective residents.

Access by Public Transport

5.13 The closest bus stops to the application site are located on Rhuddlan Road approximately 0.8 miles north-west of the application site (eastbound and westbound). These bus stops are served by bus service 13. Additional bus stops are located in Abergele to the west of St George Street which are served by bus services 12, 13 and 43. **Table 5.1** below summarises these bus services.

Table 5.1 – Bus Service Summary

Service Number	Route	Average Service Headway (mins)			
		Mon-Fri		Sat	Sun
		AM	PM		
12	Rhyl – Llandudno via Towyn, Abergele, Llandudlas and Colwyn Bay	12	12	15	30
13	Prestatyn – Llandudno via Rhuddlan, Bodelwyddan, Abergele, Colwyn Bya and Llandudno Junction	60	60	60	60
43	Llanfair – Pensarn via Abergele and Belgrano	10:00 & 11:17	14:47 & 16:59	09:58, 11:15, 14:45 & 17:00	-

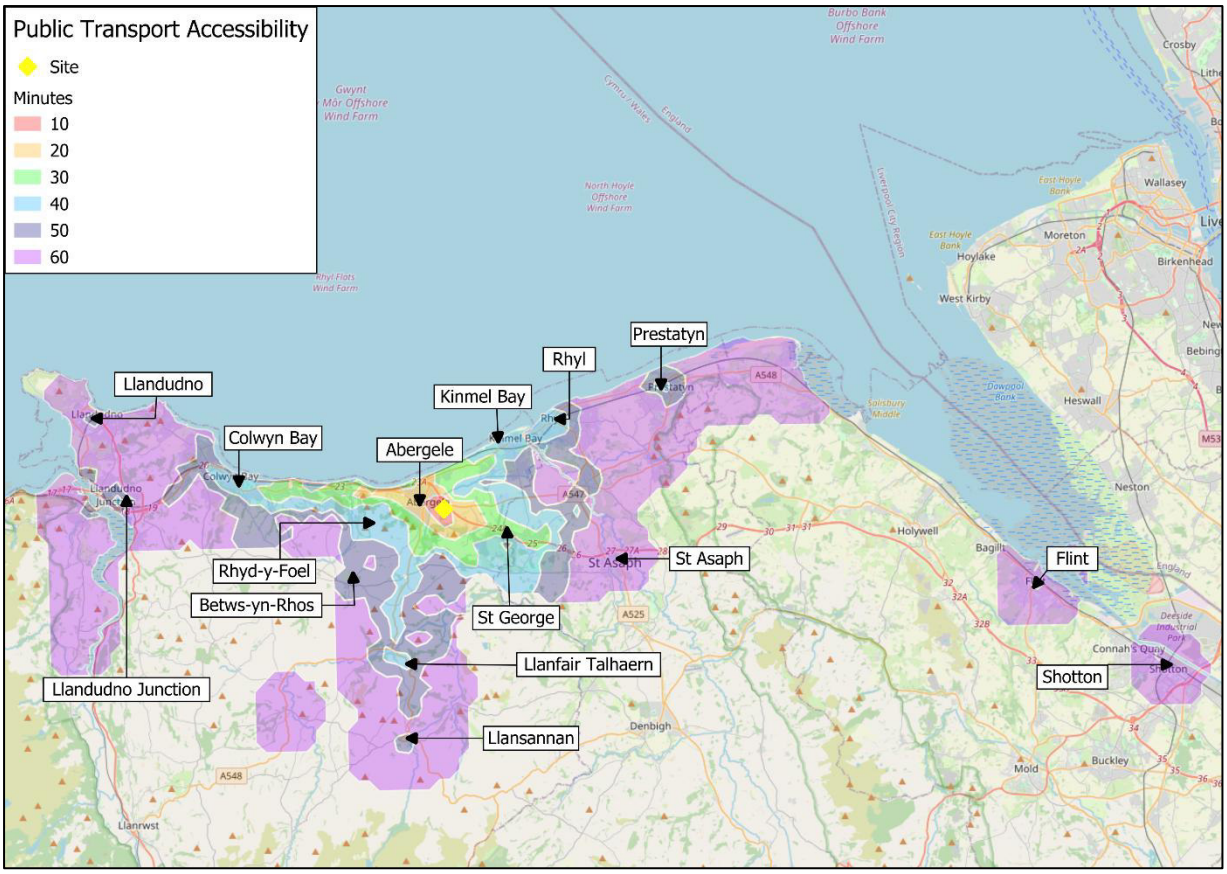
5.14 Having regard to the above, prospective residents of the site will have access to bus services stopping within an acceptable walk distance from the site.

5.15 In terms of rail services, Abergele and Pensarn Railway Station is located approximately 1.5 miles north of the site and is therefore, within an acceptable walking and cycling distance which will encourage prospective residents to travel by train. It should also be noted that bus services 12 and 43 stop outside Abergele and Pensarn Railway Station for prospective residents that do not want to walk / cycle.

5.16 Abergele and Pensarn Railway Station is managed by Transport for Wales and offers regular direct services throughout the week between Manchester Airport and Llandudno, calling at stations such as Manchester Piccadilly, Manchester Oxford Road, Warrington Bank Quay, Chester, Shotton, Flint, Prestatyn, Rhyl, Colwyn Bay, Lllandudno Junction and Deganwy, amongst others.

5.17 The level of accessibility by public transport has been analysed using GIS TRACC software and is shown on **Figure 5.3** below**.** The figure illustrates the distance that can be travelled within 60 minutes by public transport to and from the site, which includes the time taken to walk to the bus stops.

Figure 5.3 – Public Transport Accessibility



5.18 The above demonstrates that the site is within a close proximity to public transport links, serving both the local area and other destinations further afield. The figure shows that key areas of Shotton, Flint, Rhyl, St Asaph, Kinmel Bay, Llanfair Talhaern, Llansannan, Colwyn Bay and Llandudno, amongst others, are all within an acceptable 60-minute commute time.

Summary

5.19 Overall, the site is considered to be well located in terms of its accessibility by all the major non-car modes of transport. These findings demonstrate that future residents will not be reliant on the private car to travel for employment, education, leisure and retail purposes.

6 FUTURE BASELINE TRAFFIC FLOWS

Overview

6.1 This Chapter describes the future baseline traffic conditions on the local highway network in relation to traffic growth and committed developments.

Future Baseline Traffic Flows

6.2 The capacity assessments within this TA have been undertaken in the year 2026 (year of application), 2031 (year of application +5 years) and 2036 (year of application +10 years).

6.3 In order to quantify the level of background traffic growth that could occur on the local network between the date of the traffic surveys and the assessment years, National Traffic Model (NTM) growth factors, modified by TEMPRO local growth factors, have been used as summarised in **Table 6.1** below.

Table 6.1 – Traffic Growth Factors

Period	AM Peak	PM Peak
2025 to 2026	1.0130	1.0124
2025 to 2031	1.0725	1.0721
2025 to 2036	1.1203	1.1183

6.4 The above growth factors have been applied to the 2025 baseline flows to obtain the 2026, 2031 and 2036 baseline traffic flows, as shown on **Traffic Flow Figure 2**, **Traffic Flow Figure 3** and **Traffic Flow Figure 4**.

6.5 It should be noted that the TEMPRO local growth factors will take into account the Abergele South East allocation, which the proposed development forms part of, and so the application of full traffic growth allows for an element of double counting and therefore, a robust assessment.

Committed Development

6.6 Whilst not yet committed, a sensitivity assessment is undertaken within this TA to consider the recently refused application (Application Reference: 0/51041) for 277 dwellings on the wider Abergele South East allocation site, which is currently the subject of an Appeal as detailed earlier. The development traffic flows for 277 dwellings have been obtained from the trip rates and distribution in the submitted TA and are shown diagrammatically on **Traffic Flow Figure 5**.

6.7 It should be noted that the sensitivity assessment is highly robust as this site also forms part of the Abergele South East allocation and so is taken into account in the TEMPRO local growth factors which allows for a further element of double counting.

7 TRIP GENERATION, DISTRIBUTION AND ASSIGNMENT

Overview

7.1 This Chapter provides an estimate of the trips generated by the proposed development during the weekday AM and PM peak hours and distributes and assigns the vehicular trips on the local highway network.

Trip Generation – Proposed Development

7.2 In order to estimate the trip generating potential of the proposed development, the 85th percentile trip rates accepted by CCBC as part of application 0/51041 have been obtained and applied to the proposed development quantum, as shown in **Table 7.1**.

Table 7.1: Estimated Trip Rates and Trip Generation – Proposed 123 Dwellings

Vehicles	Weekday AM (08:00 to 09:00)		Weekday PM (17:00 to 18:00)	
	Arrivals	Departures	Arrivals	Departures
Trip Rates	0.175	0.491	0.432	0.291
Trip Generation	22	60	53	36

7.3 It should be noted that the use of the 85th percentile trip rates accepted by CCBC as part of application 0/51041 is considered highly robust when considering they are based on privately-owned houses and that the proposed development is for 100% affordable dwellings, which typically have lower car ownership levels and generate less vehicular trips.

Trip Distribution Methodology

7.4 The estimated vehicular trips have been distributed on the local highway network based on the distribution proportions accepted by CCBC as part of application 0/51041. The accepted trip distribution is shown diagrammatically on **Traffic Flow Figure 6**.

Traffic Assignment

7.5 The traffic assignment for the proposed development has been obtained by applying the trip distribution proportions detailed above to the relevant estimated traffic generation figures and is presented diagrammatically on **Traffic Flow Figure 7**.

8 ANTICIPATED HIGHWAY IMPACT

Overview

8.1 This Chapter describes the impact of the additional trips generated by the proposed development. As detailed earlier, the study area for the TA includes the following junctions:

- St George Road / Site Access
- A55 Faenol Interchange
- A547 Bridge Street / St George Road
- A547 Market Street / A547 Bridge Street / A548 Water Street / A548 Chapel Street

Assessment Methodology

8.2 Assessments of the priority-controlled junctions have been undertaken using Junctions 9 (PICADY and ARCADY) software and the assessment of the A547 Market Street / A547 Bridge Street / A548 Water Street / A548 Chapel Street signalised junction has been undertaken using LINSIG software. It should be noted that the models and input parameters are consistent with that accepted by CCBC for the Vistry development.

8.3 With the Junctions 9 models the results generated provide a Ratio to Flow capacity (RFC) along with an estimate of the likely traffic queues. RFC values between 0.00 and 0.85 are generally accepted as representing stable and acceptable operating conditions. Values between 0.85 and 1 represents variable operation (i.e. possible queues building up at the junction during the period under consideration and increases in vehicular delay moving through the junction). RFC values in excess of 1 represents overloaded conditions (i.e. congested conditions).

8.4 LINSIG software presents results as a percentage Degree of Saturation (DoS) and corresponding likely traffic queues for each modelled link at the junction. For traffic signals it is generally accepted that DoS of 90% or less on individual links represents satisfactory signal operation. DoS of between 90% and 100% represent variable operation which warrants further investigation and values in excess of 100% represent overloaded conditions.

8.5 The assessments have been undertaken in the 2026, 2031 and 2036 scenarios. The without development assessment flows are equal to the sum of the relevant factored traffic flows and the committed development traffic flows and are presented in **Traffic Flow Figure 8** (2026 Baseline Flows), **Traffic Flow Figure 9** (2031 Baseline Flows) and **Traffic Flow Figure 10** (2036 Baseline Flows).

8.6 The with development assessment flows are equal to the sum of the relevant 'without development' baseline traffic flows and the proposed development traffic flows and are presented in **Traffic Flow Figure 11** (2026 Assessment Flows), **Traffic Flow Figure 12** (2031 Assessment Flows) and **Traffic Flow Figure 13** (2036 Assessment Flows).

St George Road / Site Access

8.7 PICADY software has been used in the assessment of the proposed site access off St George Road. The PICADY results are presented in **Appendix F** with the results summarised in **Table 8.1** below.

Table 8.1 – Proposed St George Road Site Access PICADY Results

Arm	AM PEAK		PM PEAK	
	RFC	MMQ	RFC	MMQ
2026 'With' Development				
Site Access – Right Left	0.15	0.2	0.09	0.1
St George Road (East) – Ahead Right	0.00	0.0	0.00	0.0
2031 'With' Development				
Site Access – Right Left	0.15	0.2	0.09	0.1
St George Road (East) – Ahead Right	0.00	0.0	0.00	0.0
2036 'With' Development				
Site Access – Right Left	0.15	0.2	0.09	0.1
St George Road (East) – Ahead Right	0.00	0.0	0.00	0.0

8.8 The above results demonstrate that the proposed site access junction off St George Road is predicted to operate well within the practical capacity threshold of 0.85 RFC in all scenarios.

A55 Faenol Interchange

8.9 ARCADY software has been used in the assessment of the A55 Faenol Interchange. The ARCADY results are presented in **Appendix G** with the results summarised in **Table 8.2-8.4** below.

Table 8.2 – A55 Faenol Interchange ARCADY Results (2026)

Arm	AM PEAK		PM PEAK	
	RFC	MMQ	RFC	MMQ
2026 'Without' Development				
A55 (N) Off Slip	0.27	0.4	0.26	0.3
Rhuddlan Road (East)	0.48	0.9	0.39	0.6
A55 (S) Off Slip	0.15	0.2	0.19	0.2
Hotel Access	0.01	0.0	0.00	0.0
Rhuddlan Road (West)	0.37	0.6	0.24	0.3
2026 'With' Development				
A55 (N) Off Slip	0.27	0.4	0.27	0.4
Rhuddlan Road (East)	0.48	0.9	0.40	0.7
A55 (S) Off Slip	0.15	0.2	0.20	0.3
Hotel Access	0.01	0.0	0.00	0.0
Rhuddlan Road (West)	0.39	0.6	0.25	0.3

Table 8.3 – A55 Faenol Interchange ARCADY Results (2031)

Arm	AM PEAK		PM PEAK	
	RFC	MMQ	RFC	MMQ
2031 'Without' Development				
A55 (N) Off Slip	0.29	0.4	0.28	0.4
Rhuddlan Road (East)	0.51	1.0	0.42	0.7
A55 (S) Off Slip	0.16	0.2	0.21	0.3
Hotel Access	0.01	0.0	0.00	0.0
Rhuddlan Road (West)	0.40	0.7	0.25	0.3
2031 'With' Development				
A55 (N) Off Slip	0.30	0.4	0.29	0.4
Rhuddlan Road (East)	0.52	1.1	0.43	0.7
A55 (S) Off Slip	0.16	0.2	0.22	0.3
Hotel Access	0.01	0.0	0.00	0.0
Rhuddlan Road (West)	0.42	0.7	0.26	0.4

Table 8.4 – A55 Faenol Interchange ARCADY Results (2036)

Arm	AM PEAK		PM PEAK	
	RFC	MMQ	RFC	MMQ
2036 'Without' Development				
A55 (N) Off Slip	0.31	0.4	0.29	0.4
Rhuddlan Road (East)	0.54	1.2	0.44	0.8
A55 (S) Off Slip	0.17	0.2	0.22	0.3
Hotel Access	0.01	0.0	0.00	0.0
Rhuddlan Road (West)	0.42	0.7	0.26	0.4
2036 'With' Development				
A55 (N) Off Slip	0.31	0.5	0.30	0.4
Rhuddlan Road (East)	0.55	1.2	0.45	0.8
A55 (S) Off Slip	0.18	0.2	0.23	0.3
Hotel Access	0.01	0.0	0.00	0.0
Rhuddlan Road (West)	0.44	0.8	0.27	0.4

8.10 The above results demonstrate that the A55 Faenol Interchange is predicted to operate within practical capacity in all assessment years, with the proposed development in place.

A547 Bridge Street / St George Road

8.11 PICADY software has been used in the assessment of the A547 Bridge Street / St George Road junction. The PICADY results are presented in **Appendix H** with the results summarised in **Table 8.5** below.

Table 8.5 – A547 Bridge Street / St George Road PICADY Results (2026)

Arm	AM PEAK		PM PEAK	
	RFC	MMQ	RFC	MMQ
2026 'Without' Development				
St George Road - Left	0.21	0.3	0.16	0.2
St George Road - Right	0.54	1.1	0.27	0.4
Bridge Street (W) – Ahead Right	0.11	0.2	0.23	0.5
2026 'With' Development				
St George Road - Left	0.32	0.5	0.19	0.2
St George Road - Right	0.68	2.0	0.36	0.5
Bridge Street (W) – Ahead Right	0.13	0.3	0.28	0.6
2031 'Without' Development				
St George Road - Left	0.23	0.3	0.17	0.2
St George Road - Right	0.57	1.3	0.28	0.4
Bridge Street (W) – Ahead Right	0.12	0.3	0.25	0.5
2031 'With' Development				
St George Road - Left	0.36	0.5	0.21	0.3
St George Road - Right	0.71	2.4	0.37	0.6
Bridge Street (W) – Ahead Right	0.14	0.3	0.29	0.7
2036 'Without' Development				
St George Road - Left	0.24	0.3	0.18	0.2
St George Road - Right	0.59	1.4	0.29	0.4
Bridge Street (W) – Ahead Right	0.12	0.3	0.26	0.6
2036 'With' Development				
St George Road - Left	0.40	0.6	0.21	0.3
St George Road - Right	0.75	2.7	0.39	0.6
Bridge Street (W) – Ahead Right	0.14	0.3	0.30	0.7

8.12 The above results demonstrate that the A547 Bridge Street / St George Road junction is predicted to operate within practical capacity in all assessment years, with the proposed development in place.

A547 Market Street / A547 Bridge Street / A548 Water Street / A548 Chapel Street

8.13 LINSIG software has been used in the assessment of the A547 Market Street / A547 Bridge Street / A548 Water Street / A548 Chapel Street junction. The LINISG results are presented in **Appendix I** with the results summarised in **Table 8.6** below.

Table 8.6 – A547 Market Street / A547 Bridge Street / A548 Water Street / A548 Chapel Street LINSIG Results

Link	AM PEAK		PM PEAK		AM PEAK		PM PEAK	
	DoS	MMQ	DoS	MMQ	DoS	MMQ	DoS	MMQ
	2026 Baseline				2026 Assessment			
A547 Market St (W - Eastbound) Right Ahead	56.1%	8.8	64.0%	10.3	54.3%	8.6	64.2%	10.3
Chapel Street (Northbound) Left Right	69.1%	9.7	67.8%	8.4	69.3%	9.7	65.7%	8.3
A547 Market St (Eastbound) Left Ahead	62.8%	9.7	62.9%	8.8	61.6%	9.7	63.3%	9.0
A547 Market St (Westbound) Ahead Left	52.3%	11.0	58.9%	13.5	52.6%	11.1	60.2%	13.9
Water Street Left Right	68.6%	6.1	70.0%	6.7	73.3%	6.6	73.5%	7.3
A547 Bridge St (E - Westbound) Right Ahead	69.6%	11.8	72.6%	13.0	72.6%	12.6	75.5%	13.6
Overall PRC	29.3%		24.0%		22.8%		19.2%	
	2031 Baseline				2031 Assessment			
A547 Market St (W - Eastbound) Right Ahead	57.6%	9.2	65.5%	10.9	54.2%	9.0	65.7%	10.9
Chapel Street (Northbound) Left Right	73.0%	10.5	69.0%	8.9	78.4%	11.0	69.2%	8.9
A547 Market St (Eastbound) Left Ahead	66.5%	10.4	65.3%	9.5	65.3%	10.1	65.6%	9.6
A547 Market St (Westbound) Ahead Left	55.3%	11.8	63.4%	14.8	53.6%	11.6	63.7%	15.1
Water Street Left Right	72.3%	6.7	76.7%	7.6	77.4%	7.4	80.5%	8.4
A547 Bridge St (E - Westbound) Right Ahead	75.4%	13.0	74.7%	13.9	80.0%	14.2	78.2%	14.6
Overall PRC	19.3%		17.3%		12.5%		11.9%	
	2036 Baseline				2036 Assessment			
A547 Market St (W - Eastbound) Right Ahead	58.1%	9.6	69.8%	11.8	62.1%	10.0	70.7%	11.9
Chapel Street (Northbound) Left Right	78.9%	11.5	66.6%	8.9	73.9%	10.9	67.1%	9.1
A547 Market St (Eastbound) Left Ahead	68.0%	10.7	68.0%	10.3	66.8%	11.0	68.4%	10.4
A547 Market St (Westbound) Ahead Left	56.8%	12.4	68.5%	16.4	59.3%	12.9	68.8%	16.5
Water Street Left Right	78.8%	7.5	79.7%	8.2	84.2%	8.2	83.4%	9.0
A547 Bridge St (E - Westbound) Right Ahead	80.3%	14.1	78.6%	14.9	83.0%	15.2	81.8%	15.8
Overall PRC	12.1%		13.0%		6.9%		7.9%	

8.14 The above results demonstrate that the A547 Market Street / A547 Bridge Street / A548 Water Street / A548 Chapel Street junction is predicted to operate within capacity in all assessment years, with the proposed development in place.

9 SUMMARY AND CONCLUSIONS

9.1 SCP have been appointed by Castle Green Homes Limited to provide transport planning and engineering advice in relation to a planning application for a residential development, comprising 123 affordable dwellings, on land north of St George Road, Abergele.

9.2 The personal injury accident data for the most recently available 5-year period has been reviewed and does not represent a material concern in the context of the proposed development.

9.3 The accessibility of the site has been assessed for walking, cycling, and public transport modes. Overall, the site is considered to be well located in terms of its accessibility by all the major non-car modes of transport. These findings demonstrate that future residents will not be reliant on the private car to travel for employment, education, leisure and retail purposes.

9.4 Vehicular access to the development will be provided off St George Road via a simple priority-controlled T-junction. The vehicular access has been designed to provide a typical 5.5m wide carriageway with a 2m footway on the eastern side of the road and a 3m shared footway/cycleway on the western side, which is separated by a grass verge.

9.5 As detailed earlier, the Vistry development proposed an improvement scheme on St George Road comprising the widening of the carriageway along the site frontage to 5.5m in width and the provision of a separate 3m shared footway/cycleway behind the existing hedgerow within the site boundary. The carriageway widening proposed is fully within the adopted highway and is therefore deliverable as part of this development should it come forward in advance of the Vistry development.

9.6 Pedestrian and cycle access into the site will be provided at the same location as the vehicular access. In addition, a pedestrian-only access is proposed via the Anwyl development to the west which provides a suitable footpath connection to the existing footways on St George Road. Furthermore, a pedestrian connection is proposed onto PROW Footpath 01/24. This PROW runs in a north to south direction along the western boundary of the site and provides a connection to the A547 Rhuddlan Road to the north for an onward connection into Abergele, which is within an acceptable walk distance, as well as to the wider PROW network.

9.7 Whilst not required to make the development acceptable in planning terms, should the Vistry development come forward, the proposed development will connect to their 3m shared footway/cycleway which runs behind the hedgerow within their site, connecting onto the PROW in the vicinity of the south-west corner of the application site providing further suitable active travel connections.

9.8 The impact of the traffic arising from the scheme has been tested in detail at the following junctions:

- St George Road / Site Access
- A55 Faenol Interchange
- A547 Bridge Street / St George Road
- A547 Market Street / A547 Bridge Street / A548 Water Street / A548 Chapel Street

9.9 The assessments show that all aforementioned junctions have sufficient spare capacity to accommodate the proposed development.

9.10 Having regard to the above, it is concluded that the application proposals are acceptable with regard to transport.

S|C|P

APPENDIX A

Manual Classified Turning Counts, Abergele

DATE: TUESDAY 25th NOVEMBER 2025

LOCATION: A547 RHUDDLAN ROAD / McDONALD'S / A55 NORTH WALES EXPRESSWAY / THE KINMEL HOTEL

ARM: A547 RHUDDLAN ROAD (EAST)

TIME / CLASS	TO McDONALD'S									TO A55 NORTH WALES EXPRESSWAY (SOUTH)									TO THE KINMEL HOTEL									TO A547 RHUDDLAN ROAD (WEST)									
	PEDAL CYCLE	MOTOR CYCLE	CAR	TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	PEDAL CYCLE	MOTOR CYCLE	CAR	TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	PEDAL CYCLE	MOTOR CYCLE	CAR	TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	PEDAL CYCLE	MOTOR CYCLE	CAR	TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	PEDAL CYCLE
7:30 - 7:45	0	0	3	0	1	0	0	0	4	0	0	6	0	1	0	1	1	9	0	0	1	0	0	0	0	0	1	0	1	31	0	4	2	0	0	38	0
7:45 - 8:00	0	0	4	0	1	0	0	0	5	0	0	9	0	2	0	0	0	11	0	0	0	0	0	0	0	0	0	0	1	48	1	12	2	0	1	65	0
8:00 - 8:15	0	0	5	0	0	0	0	0	5	0	0	1	0	1	0	1	0	3	0	0	0	0	0	1	0	0	1	0	0	49	0	11	0	0	1	61	0
8:15 - 8:30	0	0	1	0	0	0	0	0	1	0	0	6	0	0	0	2	0	8	0	0	2	0	0	0	0	0	2	1	0	58	0	7	2	0	3	71	0
HOURLY TOTAL	0	0	13	0	2	0	0	0	15	0	0	22	0	4	0	4	1	31	0	0	3	0	0	1	0	0	4	1	2	186	1	34	6	0	5	235	0
8:30 - 8:45	0	0	4	0	1	0	0	0	5	0	0	1	0	3	1	0	0	5	0	0	0	0	0	0	0	0	0	0	0	64	1	8	0	0	2	75	0
8:45 - 9:00	0	0	4	0	2	0	0	0	6	0	0	5	0	3	0	0	0	8	0	0	1	0	0	0	0	0	1	0	1	58	0	10	4	0	1	74	0
9:00 - 9:15	0	0	9	0	3	0	0	0	12	0	0	3	0	0	0	0	0	3	0	0	1	0	0	0	0	0	1	0	0	49	0	9	0	0	0	58	0
9:15 - 9:30	0	0	5	0	0	0	0	0	5	0	0	3	0	3	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	38	1	12	0	0	0	51	0
HOURLY TOTAL	0	0	22	0	6	0	0	0	28	0	0	12	0	9	1	0	0	22	0	0	2	0	0	0	0	0	2	0	1	209	2	39	4	0	3	258	0
PERIOD TOTAL	0	0	35	0	8	0	0	0	43	0	0	34	0	13	1	4	1	53	0	0	5	0	0	1	0	0	6	1	3	395	3	73	10	0	8	493	0
16:00 - 16:15	0	0	2	0	0	0	0	0	2	0	0	6	0	4	0	1	0	11	0	0	1	0	0	0	0	0	1	0	0	48	0	5	1	0	0	54	0
16:15 - 16:30	0	0	2	0	1	0	0	0	3	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	53	0	11	1	0	0	65	0
16:30 - 16:45	0	0	7	0	0	0	0	0	7	0	0	6	0	0	0	0	0	6	0	0	1	0	0	0	0	0	1	0	0	43	0	10	1	0	1	55	0
16:45 - 17:00	0	0	3	0	0	0	1	0	4	0	0	8	0	2	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	59	0	6	0	0	0	65	0
HOURLY TOTAL	0	0	14	0	1	0	1	0	16	0	0	21	0	6	0	1	0	28	0	0	2	0	0	0	0	0	2	0	0	203	0	32	3	0	1	239	0
17:00 - 17:15	0	0	7	0	1	0	0	0	8	0	0	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	60	0	13	0	0	0	73	0
17:15 - 17:30	0	0	5	0	0	0	0	0	5	0	0	6	0	2	0	0	0	8	0	0	2	0	0	0	0	0	2	1	0	76	0	6	0	0	0	83	0
17:30 - 17:45	0	0	5	0	1	0	0	0	6	0	0	4	0	1	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	57	0	5	0	0	0	62	0
17:45 - 18:00	0	0	7	0	0	0	0	0	7	0	0	4	0	0	0	0	0	4	0	0	1	0	0	0	0	0	1	0	0	41	0	10	0	0	1	52	0
HOURLY TOTAL	0	0	24	0	2	0	0	0	26	0	0	16	0	3	0	0	0	19	0	0	3	0	0	0	0	0	3	1	0	234	0	34	0	0	1	270	0
PERIOD TOTAL	0	0	38	0	3	0	1	0	42	0	0	37	0	9	0	1	0	47	0	0	5	0	0	0	0	0	5	1	0	437	0	66	3	0	2	509	0

TO A55 NORTH WALES EXPESSWAY (NORTH)								U-TURN TO A547 RHUDDLAN ROAD (EAST)									TOTAL MOVEMENT FROM ARM
MOTOR CYCLE	CAR	TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	PEDAL CYCLE	MOTOR CYCLE	CAR	TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	
0	62	0	23	0	0	0	85	0	0	0	0	0	0	0	0	0	137
0	71	0	32	4	2	0	109	0	0	0	0	0	0	0	0	0	190
0	77	0	30	2	0	0	109	0	0	0	0	0	0	0	0	0	179
0	91	2	23	0	0	0	116	0	0	0	0	0	0	0	0	0	198
0	301	2	108	6	2	0	419	0	0	0	0	0	0	0	0	0	704
2	92	2	23	2	0	1	122	0	0	0	0	0	0	0	0	0	207
0	73	1	34	4	3	0	115	0	0	0	0	0	0	0	0	0	204
0	70	0	31	6	2	0	109	0	0	0	0	0	0	0	0	0	183
0	48	2	28	3	2	0	83	0	0	0	0	0	0	0	0	0	145
2	283	5	116	15	7	1	429	0	0	0	0	0	0	0	0	0	739
2	584	7	224	21	9	1	848	0	0	0	0	0	0	0	0	0	1443
0	80	1	15	1	0	1	98	0	0	0	0	0	0	0	0	0	166
2	63	0	10	0	0	1	76	0	0	0	0	0	0	0	0	0	145
2	83	0	11	0	0	0	96	0	0	0	0	0	0	0	0	0	165
1	96	0	9	0	1	0	107	0	0	0	0	0	0	0	0	0	186
5	322	1	45	1	1	2	377	0	0	0	0	0	0	0	0	0	662
0	85	0	12	0	0	0	97	0	0	0	0	0	0	0	0	0	180
0	81	0	11	0	0	0	92	0	0	0	0	0	0	0	0	0	190
0	57	0	6	1	0	0	64	0	0	0	0	0	0	0	0	0	137
0	48	0	4	0	1	0	53	0	0	0	0	0	0	0	0	0	117
0	271	0	33	1	1	0	306	0	0	0	0	0	0	0	0	0	624
5	593	1	78	2	2	2	683	0	0	0	0	0	0	0	0	0	1286

Manual Classified Turning Counts, Abergele

DATE: TUESDAY 25th NOVEMBER 2025

LOCATION: A547 RHUDDLAN ROAD / McDONALD'S / A55 NORTH WALES EXPRESSWAY / THE KINMEL HOTEL

ARM: A55 NORTH WALES EXPRESSWAY (SOUTH)

TIME / CLASS	TO THE KINMEL HOTEL									TO A547 RHUDDLAN ROAD (WEST)									TO A55 NORTH WALES EXPESSWAY (NORTH)									TO A547 RHUDDLAN ROAD (EAST)									
	PEDAL CYCLE	MOTOR CYCLE	CAR	TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	PEDAL CYCLE	MOTOR CYCLE	CAR	TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	PEDAL CYCLE	MOTOR CYCLE	CAR	TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	PEDAL CYCLE	MOTOR CYCLE	CAR	TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	PEDAL CYCLE
7:30 - 7:45	0	0	0	0	0	0	0	0	0	0	0	20	0	5	1	1	0	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 - 8:00	0	0	1	0	0	0	0	0	1	0	0	35	0	10	1	0	0	46	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
8:00 - 8:15	0	0	0	0	0	0	0	0	0	0	0	40	1	15	1	0	1	58	0	0	3	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0
8:15 - 8:30	0	0	0	0	0	0	0	0	0	0	0	39	0	6	0	1	1	47	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	2	0
HOURLY TOTAL	0	0	1	0	0	0	0	0	1	0	0	134	1	36	3	2	2	178	0	0	4	0	0	0	0	0	4	0	0	1	0	0	1	0	0	2	0
8:30 - 8:45	0	0	0	0	1	0	0	0	1	0	0	47	0	9	4	0	0	60	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
8:45 - 9:00	0	0	1	0	0	0	0	0	1	0	0	30	0	7	0	0	0	37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 - 9:15	0	0	0	0	1	0	0	0	1	0	0	22	0	4	2	0	0	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 - 9:30	0	0	0	0	0	0	0	0	0	0	0	33	0	7	0	0	0	40	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	0
HOURLY TOTAL	0	0	1	0	2	0	0	0	3	0	0	132	0	27	6	0	0	165	0	0	1	0	0	0	0	0	1	0	0	2	0	0	0	0	0	2	0
PERIOD TOTAL	0	0	2	0	2	0	0	0	4	0	0	266	1	63	9	2	2	343	0	0	5	0	0	0	0	0	5	0	0	3	0	0	1	0	0	4	0
16:00 - 16:15	0	0	0	0	0	0	0	0	0	0	1	58	1	10	1	0	1	72	0	0	1	0	0	0	0	0	1	0	0	1	0	0	0	1	0	2	0
16:15 - 16:30	0	0	1	0	1	0	0	0	2	0	0	68	0	10	0	1	0	79	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30 - 16:45	0	0	0	0	0	0	0	0	0	0	0	67	0	7	1	0	0	75	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0
16:45 - 17:00	0	0	0	0	0	0	0	0	0	0	1	46	1	12	1	0	0	61	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0
HOURLY TOTAL	0	0	1	0	1	0	0	0	2	0	2	239	2	39	3	1	1	287	0	0	1	0	0	0	0	0	1	0	0	3	0	0	0	1	0	4	0
17:00 - 17:15	0	0	0	0	0	0	0	0	0	0	0	71	0	12	0	0	0	83	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15 - 17:30	0	0	1	0	0	0	0	0	1	0	0	70	0	10	0	0	0	80	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30 - 17:45	0	0	0	0	0	0	0	0	0	0	0	60	1	10	0	0	0	71	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45 - 18:00	0	0	0	0	0	0	0	0	0	0	1	57	1	3	0	0	0	62	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0
HOURLY TOTAL	0	0	1	0	0	0	0	0	1	0	1	258	2	35	0	0	0	296	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0
PERIOD TOTAL	0	0	2	0	1	0	0	0	3	0	3	497	4	74	3	1	1	583	0	0	1	0	0	0	0	0	1	0	0	4	0	0	0	1	0	5	0

TO McDONALD'S								U-TURN TO A55 NORTH WALES EXPRESSWAY (SOUTH)									TOTAL MOVEMENT FROM ARM
MOTOR CYCLE	CAR	TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	PEDAL CYCLE	MOTOR CYCLE	CAR	TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27
0	0	0	2	0	0	0	2	0	0	1	0	0	0	0	0	1	51
0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	62
0	2	0	2	0	0	0	4	0	0	2	0	0	0	0	0	2	55
0	3	0	4	0	0	0	7	0	0	3	0	0	0	0	0	3	195
0	1	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	64
0	4	0	0	0	0	0	4	0	0	0	0	1	0	0	0	1	43
0	2	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2	33
0	2	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0	45
0	9	0	2	0	0	0	11	0	0	2	0	1	0	0	0	3	185
0	12	0	6	0	0	0	18	0	0	5	0	1	0	0	0	6	380
0	1	0	0	0	0	0	1	0	0	1	0	1	1	0	0	3	79
0	5	0	0	0	0	0	5	0	0	1	0	0	0	0	0	1	87
0	1	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	78
0	4	0	1	0	0	0	5	0	0	1	0	1	0	0	0	2	69
0	11	0	2	0	0	0	13	0	0	3	0	2	1	0	0	6	313
0	0	0	1	0	0	0	1	0	0	1	0	0	0	0	0	1	85
0	3	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	84
0	4	0	0	0	0	0	4	0	0	1	0	0	0	0	0	1	76
0	1	0	1	0	0	0	2	0	0	2	0	0	0	0	0	2	67
0	8	0	2	0	0	0	10	0	0	4	0	0	0	0	0	4	312
0	19	0	4	0	0	0	23	0	0	7	0	2	1	0	0	10	625

Manual Classified Turning Counts, Abergele

DATE: TUESDAY 25th NOVEMBER 2025

LOCATION: A547 RHUDDLAN ROAD / McDONALD'S / A55 NORTH WALES EXPRESSWAY / THE KINMEL HOTEL

ARM: THE KINMEL HOTEL

TIME / CLASS	TO A547 RHUDDLAN ROAD (WEST)									TO A55 NORTH WALES EXPESSWAY (NORTH)									TO A547 RHUDDLAN ROAD (EAST)									TO McDONALD'S									
	PEDAL CYCLE	MOTOR CYCLE	CAR	TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	PEDAL CYCLE	MOTOR CYCLE	CAR	TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	PEDAL CYCLE	MOTOR CYCLE	CAR	TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	PEDAL CYCLE	MOTOR CYCLE	CAR	TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	PEDAL CYCLE
7:30 - 7:45	0	0	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 - 8:00	0	0	1	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 - 8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 - 8:30	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
HOURLY TOTAL	0	0	3	0	0	1	0	0	4	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 - 8:45	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 - 9:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
9:00 - 9:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
9:15 - 9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
HOURLY TOTAL	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	4	0	0	1	0	0	2	0	0	3	0	0	0	0	0	0	0	0	0	0
PERIOD TOTAL	0	0	3	0	0	1	0	0	4	0	0	5	0	0	0	0	0	5	0	0	1	0	0	2	0	0	3	0	0	0	0	0	0	0	0	0	0
16:00 - 16:15	0	0	1	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	0
16:15 - 16:30	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
16:30 - 16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45 - 17:00	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
HOURLY TOTAL	0	0	3	0	0	0	0	0	3	0	0	1	0	0	0	0	0	1	0	0	2	0	1	0	0	0	3	0	0	0	0	0	1	0	0	0	1	0
17:00 - 17:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15 - 17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30 - 17:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
17:45 - 18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
HOURLY TOTAL	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
PERIOD TOTAL	0	0	3	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3	0	0	4	0	1	0	0	0	5	0	0	0	0	0	1	0	0	0	1	0

TO A55 NORTH WALES EXPESSWAY (SOUTH)								U-TURN TO THE KINMEL HOTEL									TOTAL MOVEMENT FROM ARM
MOTOR CYCLE	CAR	TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	PEDAL CYCLE	MOTOR CYCLE	CAR	TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	
0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	3
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	1
0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2
0	2	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0	8
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
0	2	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0	15
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	3
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	3
0	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	10
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
0	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	14

Manual Classified Turning Counts, Abergele

DATE: TUESDAY 25th NOVEMBER 2025

LOCATION: A547 RHUDDLAN ROAD / McDONALD'S / A55 NORTH WALES EXPRESSWAY / THE KINMEL HOTEL

ARM: A547 RHUDDLAN ROAD (WEST)

TIME / CLASS	TO A55 NORTH WALES EXPESSWAY (NORTH)									TO A547 RHUDDLAN ROAD (EAST)									TO McDONALD'S									TO A55 NORTH WALES EXPESSWAY (SOUTH)									
	PEDAL CYCLE	MOTOR CYCLE	CAR	TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	PEDAL CYCLE	MOTOR CYCLE	CAR	TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	PEDAL CYCLE	MOTOR CYCLE	CAR	TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	PEDAL CYCLE	MOTOR CYCLE	CAR	TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	PEDAL CYCLE
7:30 - 7:45	0	0	8	0	4	0	0	0	12	0	0	22	0	2	0	0	0	24	0	0	10	0	2	0	0	0	12	0	1	74	0	10	0	1	0	86	0
7:45 - 8:00	0	0	18	0	11	0	1	0	30	0	1	36	0	14	0	0	0	51	0	0	6	0	1	0	0	0	7	0	0	79	4	11	1	2	0	97	0
8:00 - 8:15	0	0	31	0	6	0	0	0	37	1	0	48	0	9	1	0	1	60	0	0	9	0	3	0	0	0	12	0	0	79	0	14	1	0	0	94	0
8:15 - 8:30	0	0	40	1	9	1	0	0	51	0	0	51	0	5	0	0	1	57	0	0	3	0	0	0	0	0	3	0	0	82	0	10	1	0	1	94	0
HOURLY TOTAL	0	0	97	1	30	1	1	0	130	1	1	157	0	30	1	0	2	192	0	0	28	0	6	0	0	0	34	0	1	314	4	45	3	3	1	371	0
8:30 - 8:45	0	0	26	1	4	1	0	0	32	0	0	54	0	6	1	0	1	62	0	0	6	0	3	0	0	0	9	0	0	74	0	14	0	0	1	89	0
8:45 - 9:00	0	0	23	0	2	2	0	1	28	0	0	41	0	14	1	0	1	57	0	0	6	0	1	0	0	0	7	0	0	55	1	14	1	1	0	72	0
9:00 - 9:15	0	0	23	0	4	1	0	0	28	0	0	46	0	5	1	0	0	52	0	0	5	0	2	0	0	0	7	0	0	42	0	15	2	0	0	59	0
9:15 - 9:30	0	0	10	0	4	1	0	0	15	0	0	36	0	5	1	0	1	43	0	0	6	0	0	0	0	0	6	0	0	43	0	6	0	0	0	49	0
HOURLY TOTAL	0	0	82	1	14	5	0	1	103	0	0	177	0	30	4	0	3	214	0	0	23	0	6	0	0	0	29	0	0	214	1	49	3	1	1	269	0
PERIOD TOTAL	0	0	179	2	44	6	1	1	233	1	1	334	0	60	5	0	5	406	0	0	51	0	12	0	0	0	63	0	1	528	5	94	6	4	2	640	0
16:00 - 16:15	0	0	15	0	3	0	0	0	18	0	0	47	0	17	0	0	0	64	0	0	12	0	0	0	0	0	12	0	0	30	0	6	0	0	0	36	0
16:15 - 16:30	0	0	16	0	4	0	0	0	20	0	0	41	0	14	1	0	2	58	0	0	5	0	0	0	0	0	5	0	0	40	0	8	0	0	0	48	0
16:30 - 16:45	0	0	20	0	6	0	0	0	26	0	0	55	0	9	0	0	0	64	0	0	7	0	0	0	0	0	7	0	0	34	0	12	0	0	1	47	0
16:45 - 17:00	0	0	19	0	2	1	0	0	22	0	2	56	0	12	0	0	0	70	0	0	8	0	2	0	0	0	10	0	1	29	1	6	0	1	0	38	0
HOURLY TOTAL	0	0	70	0	15	1	0	0	86	0	2	199	0	52	1	0	2	256	0	0	32	0	2	0	0	0	34	0	1	133	1	32	0	1	1	169	0
17:00 - 17:15	0	0	19	0	3	0	0	0	22	0	0	55	0	5	0	0	1	61	0	0	4	0	1	0	0	0	5	0	0	33	0	1	1	0	0	35	0
17:15 - 17:30	0	0	16	0	1	0	0	0	17	0	0	34	0	11	0	0	1	46	0	0	7	0	0	0	0	0	7	0	0	42	0	7	0	0	0	49	0
17:30 - 17:45	0	0	17	0	2	0	0	0	19	0	0	41	0	9	0	0	0	50	0	0	8	0	2	0	0	0	10	0	0	38	0	2	0	0	0	40	0
17:45 - 18:00	0	0	14	0	3	0	0	0	17	0	0	47	0	2	0	0	0	49	0	0	10	0	2	0	0	0	12	0	0	34	0	4	1	0	0	39	0
HOURLY TOTAL	0	0	66	0	9	0	0	0	75	0	0	177	0	27	0	0	2	206	0	0	29	0	5	0	0	0	34	0	0	147	0	14	2	0	0	163	0
PERIOD TOTAL	0	0	136	0	24	1	0	0	161	0	2	376	0	79	1	0	4	462	0	0	61	0	7	0	0	0	68	0	1	280	1	46	2	1	1	332	0

TO THE KINMEL HOTEL								U-TURN TO A547 RHUDDLAN ROAD (WEST)									TOTAL MOVEMENT FROM ARM
MOTOR CYCLE	CAR	TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	PEDAL CYCLE	MOTOR CYCLE	CAR	TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	134
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	185
0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	204
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	205
0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	728
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	192
0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	165
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	146
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	113
0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	616
0	1	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	1344
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	130
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	131
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	144
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	140
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	545
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	123
0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	120
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	119
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	117
0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	479
0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1024

Manual Classified Turning Counts, Abergele

DATE: TUESDAY 25th NOVEMBER 2025

LOCATION: A547 BRIDGE STREET / ST GEORGE ROAD

ARM: A547 BRIDGE STREET (EAST)

TIME / CLASS	LEFT TO ST GEORGE ROAD									STRAIGHT TO A547 BRIDGE STREET (WEST)									TOTAL MOVEMENT FROM ARM
	PEDAL CYCLE	MOTOR CYCLE	CAR	TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	PEDAL CYCLE	MOTOR CYCLE	CAR	TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	
7:30 - 7:45	0	0	0	0	1	0	0	0	1	0	1	33	0	10	3	0	0	47	48
7:45 - 8:00	0	1	6	0	1	0	0	0	8	0	0	51	1	11	3	0	1	67	75
8:00 - 8:15	0	0	2	0	3	0	0	0	5	0	0	42	1	13	1	0	3	60	65
8:15 - 8:30	0	0	4	0	3	0	0	0	7	0	0	44	0	8	2	0	3	57	64
HOURLY TOTAL	0	1	12	0	8	0	0	0	21	0	1	170	2	42	9	0	7	231	252
8:30 - 8:45	0	0	3	0	0	0	0	0	3	0	0	54	1	11	4	1	1	72	75
8:45 - 9:00	0	1	6	0	0	0	0	0	7	0	0	52	1	16	0	0	0	69	76
9:00 - 9:15	0	0	8	0	1	0	0	0	9	0	0	48	0	10	1	0	0	59	68
9:15 - 9:30	0	0	2	0	1	0	0	0	3	0	0	42	1	11	1	0	0	55	58
HOURLY TOTAL	0	1	19	0	2	0	0	0	22	0	0	196	3	48	6	1	1	255	277
PERIOD TOTAL	0	2	31	0	10	0	0	0	43	0	1	366	5	90	15	1	8	486	529
16:00 - 16:15	0	0	6	0	3	0	0	0	9	0	1	62	1	14	2	0	1	81	90
16:15 - 16:30	0	0	5	0	2	0	0	0	7	0	0	74	0	5	0	1	0	80	87
16:30 - 16:45	0	0	0	0	0	1	0	0	1	0	0	67	0	9	1	0	0	77	78
16:45 - 17:00	0	0	6	0	2	0	0	0	8	0	1	73	1	8	1	0	1	85	93
HOURLY TOTAL	0	0	17	0	7	1	0	0	25	0	2	276	2	36	4	1	2	323	348
17:00 - 17:15	0	0	7	0	3	0	0	0	10	0	0	60	0	10	0	0	0	70	80
17:15 - 17:30	0	0	4	0	3	0	0	0	7	0	0	79	0	8	0	0	0	87	94
17:30 - 17:45	0	0	9	0	0	0	0	0	9	0	0	64	1	11	0	0	0	76	85
17:45 - 18:00	0	0	11	0	1	0	0	0	12	0	1	60	1	10	0	0	1	73	85
HOURLY TOTAL	0	0	31	0	7	0	0	0	38	0	1	263	2	39	0	0	1	306	344
PERIOD TOTAL	0	0	48	0	14	1	0	0	63	0	3	539	4	75	4	1	3	629	692

Manual Classified Turning Counts, Abergele

DATE: TUESDAY 25th NOVEMBER 2025

LOCATION: A547 BRIDGE STREET / ST GEORGE ROAD

ARM: ST GEORGE ROAD

TIME / CLASS	LEFT TO A547 BRIDGE STREET (WEST)									RIGHT TO A547 BRIDGE STREET (EAST)									TOTAL MOVEMENT FROM ARM
	PEDAL CYCLE	MOTOR CYCLE	CAR	TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	PEDAL CYCLE	MOTOR CYCLE	CAR	TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	
7:30 - 7:45	0	0	5	0	2	0	0	0	7	0	0	6	0	3	0	0	0	9	16
7:45 - 8:00	0	0	7	0	1	0	0	0	8	0	1	20	0	2	0	0	0	23	31
8:00 - 8:15	0	0	12	0	2	0	0	0	14	0	0	27	0	3	0	0	0	30	44
8:15 - 8:30	0	0	4	1	0	0	0	0	5	0	0	13	0	3	0	0	0	16	21
HOURLY TOTAL	0	0	28	1	5	0	0	0	34	0	1	66	0	11	0	0	0	78	112
8:30 - 8:45	0	0	8	0	3	0	0	0	11	0	0	17	1	1	0	0	0	19	30
8:45 - 9:00	0	0	10	0	0	1	0	0	11	0	0	9	0	1	0	0	0	10	21
9:00 - 9:15	0	0	8	0	0	0	0	0	8	0	0	8	0	1	0	0	0	9	17
9:15 - 9:30	0	0	3	0	2	0	0	0	5	0	0	2	0	0	1	0	0	3	8
HOURLY TOTAL	0	0	29	0	5	1	0	0	35	0	0	36	1	3	1	0	0	41	76
PERIOD TOTAL	0	0	57	1	10	1	0	0	69	0	1	102	1	14	1	0	0	119	188
16:00 - 16:15	0	0	5	0	3	0	0	0	8	0	0	5	0	4	0	0	0	9	17
16:15 - 16:30	0	1	9	0	4	0	0	0	14	0	0	7	0	2	0	0	0	9	23
16:30 - 16:45	0	0	17	0	1	0	0	0	18	0	0	6	0	2	0	0	0	8	26
16:45 - 17:00	0	0	13	0	2	0	0	0	15	0	0	4	0	1	0	0	0	5	20
HOURLY TOTAL	0	1	44	0	10	0	0	0	55	0	0	22	0	9	0	0	0	31	86
17:00 - 17:15	0	0	7	0	1	0	0	0	8	0	0	3	0	1	0	0	0	4	12
17:15 - 17:30	2	0	7	0	1	0	0	0	10	0	0	5	0	4	0	0	0	9	19
17:30 - 17:45	1	0	8	0	0	0	0	0	9	0	0	7	0	1	0	0	0	8	17
17:45 - 18:00	0	0	14	0	1	0	0	0	15	0	0	5	0	1	0	0	0	6	21
HOURLY TOTAL	3	0	36	0	3	0	0	0	42	0	0	20	0	7	0	0	0	27	69
PERIOD TOTAL	3	1	80	0	13	0	0	0	97	0	0	42	0	16	0	0	0	58	155

Manual Classified Turning Counts, Abergele

DATE: TUESDAY 25th NOVEMBER 2025

LOCATION: A547 BRIDGE STREET / ST GEORGE ROAD

ARM: A547 BRIDGE STREET (WEST)

TIME / CLASS	STRAIGHT TO A547 BRIDGE STREET (EAST)									RIGHT TO ST GEORGE ROAD									TOTAL MOVEMENT FROM ARM
	PEDAL CYCLE	MOTOR CYCLE	CAR	TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	PEDAL CYCLE	MOTOR CYCLE	CAR	TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	
7:30 - 7:45	0	1	67	0	7	0	0	0	75	1	0	4	0	0	0	0	0	5	80
7:45 - 8:00	0	0	94	4	12	2	2	0	114	0	0	5	0	1	0	0	0	6	120
8:00 - 8:15	0	0	72	1	22	2	0	1	98	0	0	6	1	0	0	0	0	7	105
8:15 - 8:30	0	0	84	0	10	1	0	1	96	0	0	3	0	0	1	0	0	4	100
HOURLY TOTAL	0	1	317	5	51	5	2	2	383	1	0	18	1	1	1	0	0	22	405
8:30 - 8:45	0	0	79	0	9	2	0	2	92	0	0	8	0	1	0	0	0	9	101
8:45 - 9:00	0	0	67	1	11	1	1	0	81	0	0	10	0	1	0	0	0	11	92
9:00 - 9:15	0	0	42	0	15	2	0	1	60	0	0	7	0	2	0	0	0	9	69
9:15 - 9:30	0	0	48	0	8	1	0	0	57	0	0	8	0	2	0	0	0	10	67
HOURLY TOTAL	0	0	236	1	43	6	1	3	290	0	0	33	0	6	0	0	0	39	329
PERIOD TOTAL	0	1	553	6	94	11	3	5	673	1	0	51	1	7	1	0	0	61	734
16:00 - 16:15	0	0	59	0	11	0	0	0	70	0	0	10	0	2	0	0	0	12	82
16:15 - 16:30	0	0	50	0	15	1	0	2	68	0	0	6	0	0	0	0	0	6	74
16:30 - 16:45	0	0	64	0	8	0	0	1	73	0	0	12	0	1	0	0	0	13	86
16:45 - 17:00	0	3	65	1	11	0	1	0	81	0	0	12	0	1	0	0	0	13	94
HOURLY TOTAL	0	3	238	1	45	1	1	3	292	0	0	40	0	4	0	0	0	44	336
17:00 - 17:15	0	0	76	0	9	1	0	1	87	1	0	8	0	2	0	0	0	11	98
17:15 - 17:30	0	0	65	0	7	0	0	1	73	0	0	16	0	1	0	0	0	17	90
17:30 - 17:45	0	0	73	0	11	0	0	0	84	0	0	12	0	1	0	0	0	13	97
17:45 - 18:00	0	0	60	0	6	0	0	0	66	0	0	6	0	1	0	0	0	7	73
HOURLY TOTAL	0	0	274	0	33	1	0	2	310	1	0	42	0	5	0	0	0	48	358
PERIOD TOTAL	0	3	512	1	78	2	1	5	602	1	0	82	0	9	0	0	0	92	694

Manual Classified Turning Counts, Abergele

DATE: TUESDAY 25th NOVEMBER 2025

LOCATION: A548 WATER STREET / A547 BRIDGE STREET / A547 MARKET STREET

ARM: A548 WATER STREET

TIME / CLASS	LEFT TO A547 BRIDGE STREET									RIGHT TO A547 MARKET STREET									TOTAL MOVEMENT FROM ARM
	PEDAL CYCLE	MOTOR CYCLE	CAR	TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	PEDAL CYCLE	MOTOR CYCLE	CAR	TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	
7:30 - 7:45	0	0	8	0	1	0	0	0	9	0	0	21	0	4	0	0	1	26	35
7:45 - 8:00	0	0	6	1	3	1	1	0	12	0	0	22	1	4	0	0	1	28	40
8:00 - 8:15	0	0	7	2	7	1	0	0	17	0	0	31	2	10	1	0	2	46	63
8:15 - 8:30	0	0	5	0	3	0	0	0	8	0	0	28	1	4	1	0	2	36	44
HOURLY TOTAL	0	0	26	3	14	2	1	0	46	0	0	102	4	22	2	0	6	136	182
8:30 - 8:45	0	0	17	0	1	0	0	1	19	0	0	27	0	3	2	0	1	33	52
8:45 - 9:00	0	0	13	0	3	0	0	0	16	0	0	43	0	6	0	0	1	50	66
9:00 - 9:15	0	0	8	0	2	1	0	0	11	0	0	47	0	5	1	0	2	55	66
9:15 - 9:30	0	0	7	0	2	0	0	0	9	0	0	32	0	3	0	0	1	36	45
HOURLY TOTAL	0	0	45	0	8	1	0	1	55	0	0	149	0	17	3	0	5	174	229
PERIOD TOTAL	0	0	71	3	22	3	1	1	101	0	0	251	4	39	5	0	11	310	411
16:00 - 16:15	0	0	13	0	1	0	0	0	14	0	1	41	0	8	0	0	0	50	64
16:15 - 16:30	0	0	2	0	0	0	0	0	2	0	1	47	0	5	0	0	1	54	56
16:30 - 16:45	1	0	9	0	0	0	0	0	10	0	1	48	0	4	0	0	1	54	64
16:45 - 17:00	0	0	2	1	1	0	0	0	4	0	0	30	0	6	1	0	2	39	43
HOURLY TOTAL	1	0	26	1	2	0	0	0	30	0	3	166	0	23	1	0	4	197	227
17:00 - 17:15	0	0	10	0	1	0	0	0	11	0	0	35	0	7	0	0	1	43	54
17:15 - 17:30	0	0	14	0	0	0	0	0	14	0	0	30	0	5	0	0	2	37	51
17:30 - 17:45	0	0	9	0	0	0	0	0	9	0	1	47	0	2	0	0	1	51	60
17:45 - 18:00	0	0	9	0	0	0	0	0	9	0	0	42	0	4	0	0	1	47	56
HOURLY TOTAL	0	0	42	0	1	0	0	0	43	0	1	154	0	18	0	0	5	178	221
PERIOD TOTAL	1	0	68	1	3	0	0	0	73	0	4	320	0	41	1	0	9	375	448

Manual Classified Turning Counts, Abergele

DATE: TUESDAY 25th NOVEMBER 2025

LOCATION: A548 WATER STREET / A547 BRIDGE STREET / A547 MARKET STREET

ARM: A547 BRIDGE STREET

TIME / CLASS	STRAIGHT TO A547 MARKET STREET									RIGHT TO A548 WATER STREET									TOTAL MOVEMENT FROM ARM
	PEDAL CYCLE	MOTOR CYCLE	CAR	TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	PEDAL CYCLE	MOTOR CYCLE	CAR	TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	
7:30 - 7:45	0	1	34	0	9	4	0	0	48	0	0	3	0	2	0	0	0	5	53
7:45 - 8:00	0	0	57	1	11	3	0	1	73	0	0	6	0	2	0	0	0	8	81
8:00 - 8:15	0	0	51	1	13	0	0	2	67	0	0	3	0	2	1	0	1	7	74
8:15 - 8:30	0	0	45	1	7	1	0	1	55	0	0	3	0	1	0	0	0	4	59
HOURLY TOTAL	0	1	187	3	40	8	0	4	243	0	0	15	0	7	1	0	1	24	267
8:30 - 8:45	1	0	54	1	13	4	0	3	76	0	0	7	0	1	1	1	0	10	86
8:45 - 9:00	0	0	60	0	14	1	0	0	75	0	0	7	0	2	0	0	0	9	84
9:00 - 9:15	0	0	51	1	11	1	0	0	64	0	0	7	0	0	0	0	0	7	71
9:15 - 9:30	0	0	47	1	12	1	0	0	61	0	0	3	0	1	0	0	0	4	65
HOURLY TOTAL	1	0	212	3	50	7	0	3	276	0	0	24	0	4	1	1	0	30	306
PERIOD TOTAL	1	1	399	6	90	15	0	7	519	0	0	39	0	11	2	1	1	54	573
16:00 - 16:15	0	0	69	1	15	0	0	1	86	0	0	6	0	1	1	0	0	8	94
16:15 - 16:30	0	2	67	0	9	1	0	0	79	0	0	6	0	0	0	0	0	6	85
16:30 - 16:45	0	0	76	0	9	0	1	0	86	0	0	4	0	1	1	0	0	6	92
16:45 - 17:00	0	1	80	0	10	1	0	1	93	0	0	5	1	0	0	0	0	6	99
HOURLY TOTAL	0	3	292	1	43	2	1	2	344	0	0	21	1	2	2	0	0	26	370
17:00 - 17:15	0	0	65	0	9	0	0	0	74	0	0	2	0	2	0	0	0	4	78
17:15 - 17:30	0	0	79	0	8	0	0	0	87	1	0	2	0	1	0	0	0	4	91
17:30 - 17:45	1	0	69	0	12	0	0	0	82	0	0	5	1	1	0	0	0	7	89
17:45 - 18:00	1	1	69	0	6	0	0	1	78	0	0	6	1	3	0	0	0	10	88
HOURLY TOTAL	2	1	282	0	35	0	0	1	321	1	0	15	2	7	0	0	0	25	346
PERIOD TOTAL	2	4	574	1	78	2	1	3	665	1	0	36	3	9	2	0	0	51	716

Manual Classified Turning Counts, Abergele

DATE: TUESDAY 25th NOVEMBER 2025

LOCATION: A548 WATER STREET / A547 BRIDGE STREET / A547 MARKET STREET

ARM: A547 MARKET STREET

TIME / CLASS	LEFT TO A548 WATER STREET									STRAIGHT TO A547 BRIDGE STREET									TOTAL MOVEMENT FROM ARM
	PEDAL CYCLE	MOTOR CYCLE	CAR	TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	PEDAL CYCLE	MOTOR CYCLE	CAR	TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	
7:30 - 7:45	0	0	14	0	4	0	0	0	18	1	1	57	0	6	0	0	0	65	83
7:45 - 8:00	1	0	20	0	6	1	0	0	28	0	0	90	3	10	1	1	0	105	133
8:00 - 8:15	0	0	21	0	4	0	0	1	26	0	0	71	0	14	1	0	1	87	113
8:15 - 8:30	0	2	20	0	3	0	0	1	26	0	0	71	0	6	2	0	1	80	106
HOURLY TOTAL	1	2	75	0	17	1	0	2	98	1	1	289	3	36	4	1	2	337	435
8:30 - 8:45	0	0	35	0	6	0	0	1	42	0	0	67	1	9	2	0	1	80	122
8:45 - 9:00	0	0	23	2	3	3	0	0	31	0	0	55	0	9	1	1	0	66	97
9:00 - 9:15	1	0	23	0	6	1	1	3	35	0	0	44	0	15	1	0	1	61	96
9:15 - 9:30	0	0	17	0	3	0	0	1	21	0	0	45	0	7	1	0	0	53	74
HOURLY TOTAL	1	0	98	2	18	4	1	5	129	0	0	211	1	40	5	1	2	260	389
PERIOD TOTAL	2	2	173	2	35	5	1	7	227	1	1	500	4	76	9	2	4	597	824
16:00 - 16:15	0	0	28	0	8	0	0	3	39	0	0	54	0	11	0	0	0	65	104
16:15 - 16:30	0	0	26	0	3	1	0	0	30	0	0	57	0	13	1	0	2	73	103
16:30 - 16:45	0	0	26	0	2	0	0	2	30	0	0	62	0	10	0	0	1	73	103
16:45 - 17:00	1	0	27	0	3	1	0	3	35	0	3	72	0	12	0	1	0	88	123
HOURLY TOTAL	1	0	107	0	16	2	0	8	134	0	3	245	0	46	1	1	3	299	433
17:00 - 17:15	0	0	30	0	6	0	0	1	37	1	0	68	0	9	1	0	2	81	118
17:15 - 17:30	0	0	26	0	4	0	0	1	31	0	0	67	0	8	0	0	0	75	106
17:30 - 17:45	1	0	29	0	2	0	0	2	34	0	0	74	0	12	0	0	0	86	120
17:45 - 18:00	0	0	34	0	1	0	0	1	36	0	0	55	0	7	0	0	0	62	98
HOURLY TOTAL	1	0	119	0	13	0	0	5	138	1	0	264	0	36	1	0	2	304	442
PERIOD TOTAL	2	0	226	0	29	2	0	13	272	1	3	509	0	82	2	1	5	603	875

Manual Classified Turning Counts, Abergele

DATE: TUESDAY 25th NOVEMBER 2025

LOCATION: A547 MARKET STREET / A548 CHAPEL STREET

ARM: A547 MARKET STREET (EAST)

TIME / CLASS	LEFT TO A548 CHAPEL STREET									STRAIGHT TO A547 MARKET STREET (WEST)									TOTAL MOVEMENT FROM ARM
	PEDAL CYCLE	MOTOR CYCLE	CAR	TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	PEDAL CYCLE	MOTOR CYCLE	CAR	TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	
7:30 - 7:45	0	0	33	0	10	2	0	0	45	0	1	21	0	3	2	0	1	28	73
7:45 - 8:00	0	0	43	1	6	3	0	0	53	0	0	33	1	9	0	0	2	45	98
8:00 - 8:15	0	0	39	2	11	1	0	0	53	0	0	41	1	12	0	0	4	58	111
8:15 - 8:30	0	0	34	0	6	1	0	0	41	0	0	40	2	5	1	0	3	51	92
HOURLY TOTAL	0	0	149	3	33	7	0	0	192	0	1	135	4	29	3	0	10	182	374
8:30 - 8:45	1	0	37	1	6	5	0	0	50	0	0	43	0	6	1	0	3	53	103
8:45 - 9:00	0	0	49	0	10	0	0	0	59	0	0	56	0	13	1	0	2	72	131
9:00 - 9:15	0	0	47	1	7	0	0	0	55	0	0	53	0	9	2	0	2	66	121
9:15 - 9:30	0	0	27	0	7	0	0	0	34	0	0	44	1	8	1	0	1	55	89
HOURLY TOTAL	1	0	160	2	30	5	0	0	198	0	0	196	1	36	5	0	8	246	444
PERIOD TOTAL	1	0	309	5	63	12	0	0	390	0	1	331	5	65	8	0	18	428	818
16:00 - 16:15	0	1	30	0	9	0	0	0	40	0	0	79	1	14	0	0	1	95	135
16:15 - 16:30	0	0	60	0	9	0	0	0	69	0	3	53	0	5	1	0	1	63	132
16:30 - 16:45	0	0	48	0	7	0	1	0	56	0	1	75	0	6	0	0	1	83	139
16:45 - 17:00	0	1	39	0	8	1	0	0	49	0	0	69	0	8	1	0	3	81	130
HOURLY TOTAL	0	2	177	0	33	1	1	0	214	0	4	276	1	33	2	0	6	322	536
17:00 - 17:15	0	0	48	0	9	0	0	0	57	0	0	49	0	7	0	0	1	57	114
17:15 - 17:30	0	0	45	0	6	0	0	0	51	0	0	66	0	7	0	0	2	75	126
17:30 - 17:45	0	0	53	0	4	0	0	0	57	1	1	68	0	10	0	0	1	81	138
17:45 - 18:00	1	0	44	0	5	0	0	0	50	0	1	64	0	5	0	0	2	72	122
HOURLY TOTAL	1	0	190	0	24	0	0	0	215	1	2	247	0	29	0	0	6	285	500
PERIOD TOTAL	1	2	367	0	57	1	1	0	429	1	6	523	1	62	2	0	12	607	1036

Manual Classified Turning Counts, Abergele

DATE: TUESDAY 25th NOVEMBER 2025

LOCATION: A547 MARKET STREET / A548 CHAPEL STREET

ARM: A548 CHAPEL STREET

TIME / CLASS	LEFT TO A547 MARKET STREET (WEST)									RIGHT TO A547 MARKET STREET (EAST)									TOTAL MOVEMENT FROM ARM
	PEDAL CYCLE	MOTOR CYCLE	CAR	TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	PEDAL CYCLE	MOTOR CYCLE	CAR	TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	
7:30 - 7:45	0	0	4	0	3	0	0	0	7	1	0	41	0	6	0	0	0	48	55
7:45 - 8:00	1	0	3	0	0	1	0	0	5	1	0	51	1	10	0	0	0	63	68
8:00 - 8:15	0	0	3	0	4	0	0	0	7	0	0	53	0	10	0	0	0	63	70
8:15 - 8:30	0	0	14	0	0	1	0	0	15	0	1	50	0	6	0	0	1	58	73
HOURLY TOTAL	1	0	24	0	7	2	0	0	34	2	1	195	1	32	0	0	1	232	266
8:30 - 8:45	0	0	3	0	1	0	0	0	4	0	0	54	1	6	1	0	0	62	66
8:45 - 9:00	0	0	3	0	2	0	0	0	5	0	0	39	2	6	3	1	0	51	56
9:00 - 9:15	0	0	6	0	4	0	0	0	10	1	0	29	0	10	0	0	0	40	50
9:15 - 9:30	0	0	8	0	1	0	0	0	9	0	0	24	0	5	0	0	0	29	38
HOURLY TOTAL	0	0	20	0	8	0	0	0	28	1	0	146	3	27	4	1	0	182	210
PERIOD TOTAL	1	0	44	0	15	2	0	0	62	3	1	341	4	59	4	1	1	414	476
16:00 - 16:15	0	0	15	0	0	0	0	0	15	0	0	34	0	7	0	0	0	41	56
16:15 - 16:30	0	0	5	0	2	0	0	0	7	0	0	43	0	9	1	0	1	54	61
16:30 - 16:45	0	0	7	0	1	0	0	1	9	0	0	34	0	7	0	0	0	41	50
16:45 - 17:00	0	0	4	0	1	0	0	1	6	1	1	39	0	8	0	0	0	49	55
HOURLY TOTAL	0	0	31	0	4	0	0	2	37	1	1	150	0	31	1	0	1	185	222
17:00 - 17:15	0	0	12	0	0	0	0	0	12	1	0	46	0	10	0	0	0	57	69
17:15 - 17:30	0	0	11	0	2	0	0	0	13	0	0	40	0	6	0	0	0	46	59
17:30 - 17:45	0	0	5	0	2	0	0	0	7	1	0	41	0	8	0	0	0	50	57
17:45 - 18:00	0	0	11	0	1	0	0	0	12	0	0	42	0	3	0	0	0	45	57
HOURLY TOTAL	0	0	39	0	5	0	0	0	44	2	0	169	0	27	0	0	0	198	242
PERIOD TOTAL	0	0	70	0	9	0	0	2	81	3	1	319	0	58	1	0	1	383	464

Manual Classified Turning Counts, Abergele

DATE: TUESDAY 25th NOVEMBER 2025

LOCATION: A547 MARKET STREET / A548 CHAPEL STREET

ARM: A547 MARKET STREET (WEST)

TIME / CLASS	STRAIGHT TO A547 MARKET STREET (EAST)									RIGHT TO A548 CHAPEL STREET									TOTAL MOVEMENT FROM ARM
	PEDAL CYCLE	MOTOR CYCLE	CAR	TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	PEDAL CYCLE	MOTOR CYCLE	CAR	TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	
7:30 - 7:45	0	1	34	0	4	0	0	0	39	0	0	3	0	0	0	0	1	4	43
7:45 - 8:00	0	0	56	2	6	2	1	0	67	0	0	4	0	2	0	0	0	6	73
8:00 - 8:15	0	0	40	0	8	1	0	2	51	0	0	5	0	1	0	0	0	6	57
8:15 - 8:30	0	1	46	0	5	2	0	1	55	0	0	11	0	4	0	0	0	15	70
HOURLY TOTAL	0	2	176	2	23	5	1	3	212	0	0	23	0	7	0	0	1	31	243
8:30 - 8:45	0	0	48	0	7	1	0	2	58	0	0	7	0	1	0	0	1	9	67
8:45 - 9:00	0	0	39	0	6	1	0	0	46	0	0	7	0	2	0	0	0	9	55
9:00 - 9:15	0	0	35	0	11	2	1	4	53	0	0	2	0	1	0	0	0	3	56
9:15 - 9:30	0	0	38	0	5	1	0	1	45	0	0	8	0	0	0	0	0	8	53
HOURLY TOTAL	0	0	160	0	29	5	1	7	202	0	0	24	0	4	0	0	1	29	231
PERIOD TOTAL	0	2	336	2	52	10	2	10	414	0	0	47	0	11	0	0	2	60	474
16:00 - 16:15	0	0	50	0	12	0	0	3	65	0	0	10	0	1	0	0	0	11	76
16:15 - 16:30	0	0	38	0	7	1	0	1	47	0	0	13	0	1	1	0	0	15	62
16:30 - 16:45	0	0	56	0	5	0	0	3	64	0	0	11	0	3	0	0	0	14	78
16:45 - 17:00	0	2	57	0	7	1	1	3	71	0	0	8	0	2	0	0	0	10	81
HOURLY TOTAL	0	2	201	0	31	2	1	10	247	0	0	42	0	7	1	0	0	50	297
17:00 - 17:15	0	0	53	0	7	1	0	3	64	0	0	7	0	1	0	0	0	8	72
17:15 - 17:30	0	0	52	0	4	0	0	1	57	0	0	11	0	4	0	0	0	15	72
17:30 - 17:45	0	0	60	0	7	0	0	2	69	0	0	8	0	3	0	0	0	11	80
17:45 - 18:00	0	0	47	0	4	0	0	1	52	0	0	5	0	1	0	0	0	6	58
HOURLY TOTAL	0	0	212	0	22	1	0	7	242	0	0	31	0	9	0	0	0	40	282
PERIOD TOTAL	0	2	413	0	53	3	1	17	489	0	0	73	0	16	1	0	0	90	579

S|C|P

APPENDIX B

SCHEDULE OF ACCOMMODATION

HOUSETYPE	DESCRIPTION	SQFT	NUMBER	PERCENTAGE
2P1B (Affordable)	1 Bed, Walk up flat - Ground Floor	562 SQFT	4	3.25
2P1B (Affordable)	1 Bed, Walk up flat - First Floor	652 SQFT	4	3.25
4P2B (Affordable)	2 Bed, 2 Storey, Mid-Terrace	884 SQFT	5	4.07
4P2B (Affordable)	2 Bed, 2 Storey, End-Terrace/ Semi Det.	884 SQFT	56	45.53
5P3B (Affordable)	3 Bed, 2 Storey, End-Terrace/ Semi Det.	1004 SQFT	34	27.64
5P3B Corner (Affordable)	3 Bed, 2 Storey, End-Terrace/ Semi Det.	1004 SQFT	10	8.13
6P4B (Affordable)	4 Bed, 2 Storey, Semi Detached	1186 SQFT	8	6.50
6P4B Corner (Affordable)	4 Bed, 2 Storey	1197 SQFT	2	1.63
TOTAL		**114838 SQFT**	**123**	**100.00**

Gross Site Area	10.3 Acres	4.17	Hectares
Existing Landscape & ditch	0.28 Acres	0.11	Hectares
POS	2.26 Acres	0.91	Hectares
Undevelopable: Site Access, SSR & Pump station	0.66 Acres	0.27	Hectares
NETT SITE AREA:	**7.1 ACRES**	**2.87**	**HECTARES**
Gross Density:	11.94 Units/Acre	29.51	Units/Hectare
NETT DENSITY:	**17.32 UNITS/ACRE**	**42.81**	**UNITS/HECTARE**
Gross Footage:	11149.32 SQFT/Acre	2559.51	SQM/Hectare
NETT FOOTAGE:	**16174.37 SQFT/ACRE**	**3713.09**	**SQM/HECTARE**

Key:

- Site Boundary
- 1.8m high boundary fence
- 1.8m high screen wall
- Private Drive
- Visibility Splays - 2.4x45m
- Indicative Landscaping
- Number of parking spaces proposed to Semi-Detached and Detached Dwellings in accordance with Local Authority's Parking Standards
- Parking space allocation to Frontage Parking Dwellings
- Affordable Housing - 10% to CCBC Policy
- Affordable Housing - Additional Provision over & above Policy
- Existing PROW route

REV	DATE	DESCRIPTION
D	10/09/26	Mix amended to 100% affordable
C	14/08/26	Mix amended & 4 blocks split into semis following technical review
B	22/07/26	Phases split, Phase 6 reduced to 110 Plots
A	27/03/26	Football Pitch moved & internal design review

Project Title:
Land at Bryn Derw, Abergele

Castle Green

Title:
Site Layout
Phase 6

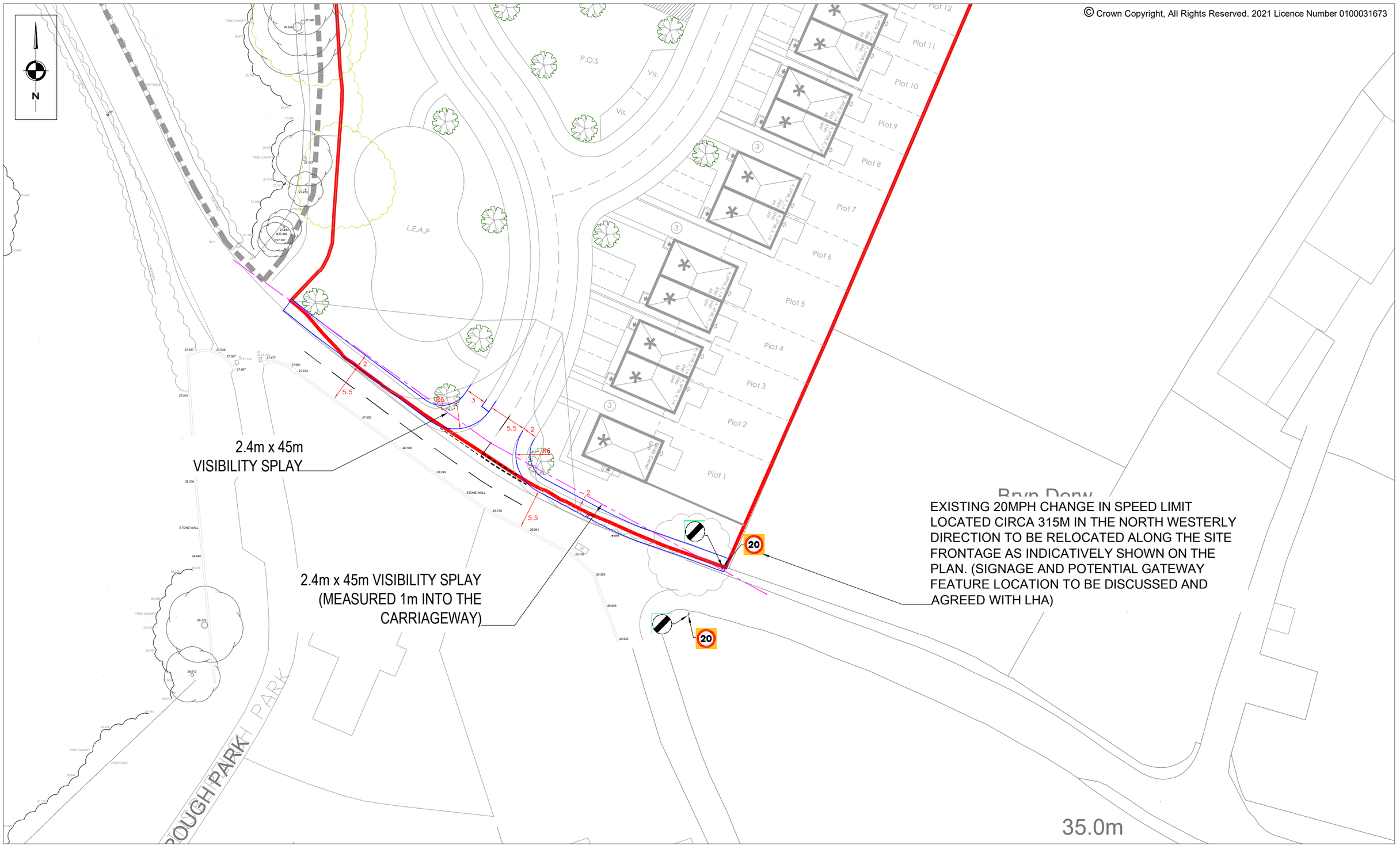
Job No: R1-000
Ref: BD_ABRGL_SL02
Scale (A1): 1:50
Date: 05/11/2025
Rev: D

This drawing is to be read in conjunction with the relevant Site Specification, Drawings and Standard Details
DO NOT SCALE OFF THIS DRAWING: © Castle Green Homes

S|C|P

APPENDIX C

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Transportation Planning : Infrastructure Design

Colwyn Chambers, 19 York Street, Manchester, M2 3BA, Tel 0161 832 4400,
www.scptransport.co.uk, Email info@scptransport.co.uk

Client	
Project Title	RHUDDLAN ROAD, ABERGELE
Drawing Title	PROPOSED SITE ACCESS ARRANGEMENT ALONG ST GEORGE ROAD
Scale	1:250 @ A3
By	BA
Date	11.12.2025
Checked	PT
Approved/ Unapproved	-
Status	PLANNING

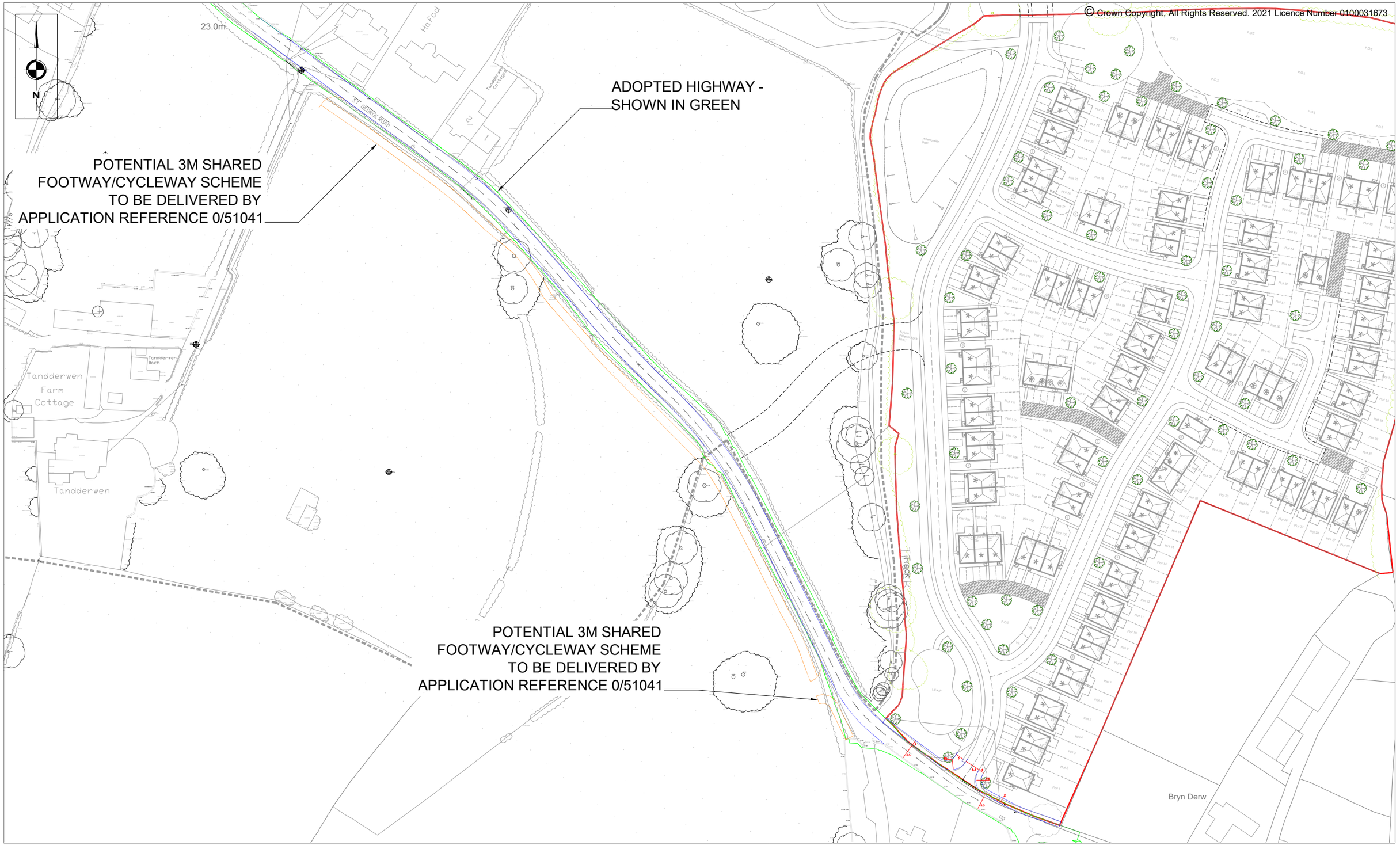
Rev	Description	Date	By
A	-REVISED SITE PLAN UNDERLAID. SPEED LIMIT CHANGE ADDED TO SUIT.	19.05.26	BA
B	-REVISED SITE PLAN UNDERLAID -	28.09.26	BA
C	-SITE ACCESS DETAIL UPDATED -	10.11.26	BA

Drawing No.	SCP/251288/D01
Revision	C

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APPENDIX D

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S C P
Transportation Planning : Infrastructure Design
Colwyn Chambers, 19 York Street, Manchester, M2 3BA, Tel 0161 832 4400,
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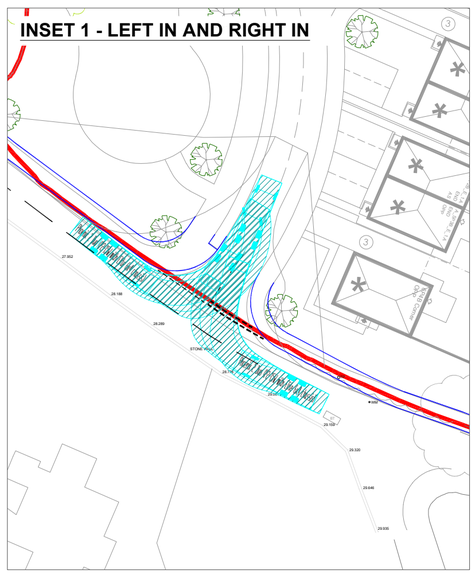
Client	
Project Title	RHUDDLAN ROAD, ABERGELE
Drawing Title	GENERAL ARRANGEMENT
Scale	1:1250 @ A3
By	BA
Date	29.09.2026
Checked	CT
Approved/ Unapproved	-
Status	PLANNING

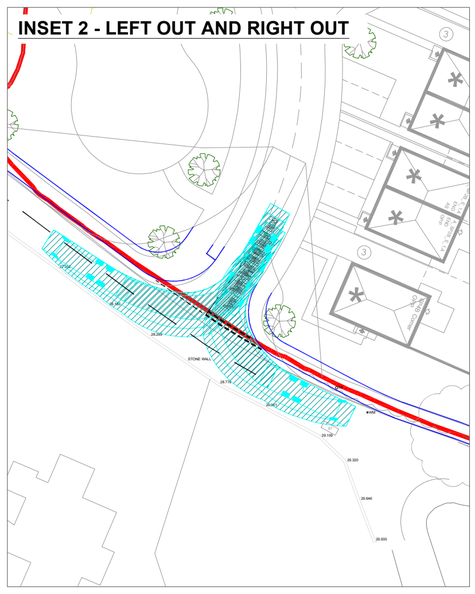
Rev	Description	Date	By
A	-SITE ACCESS DETAIL UPDATED	10.11.26	BA
-	-		
-	-		
-	-	-	-

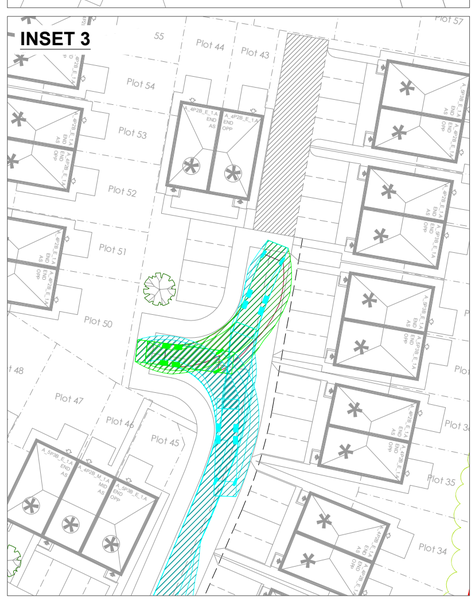
Drawing No.	SCP/251288/D03
Revision	A

S|C|P

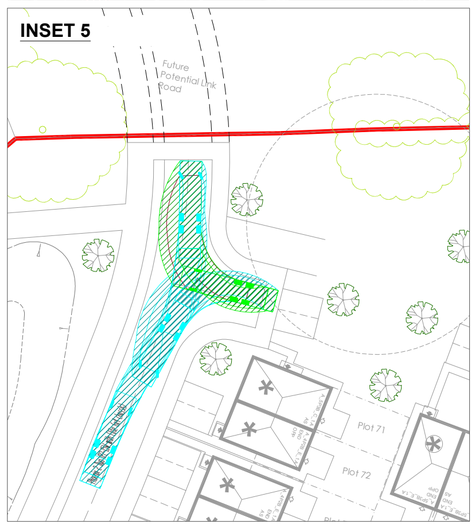
APPENDIX E

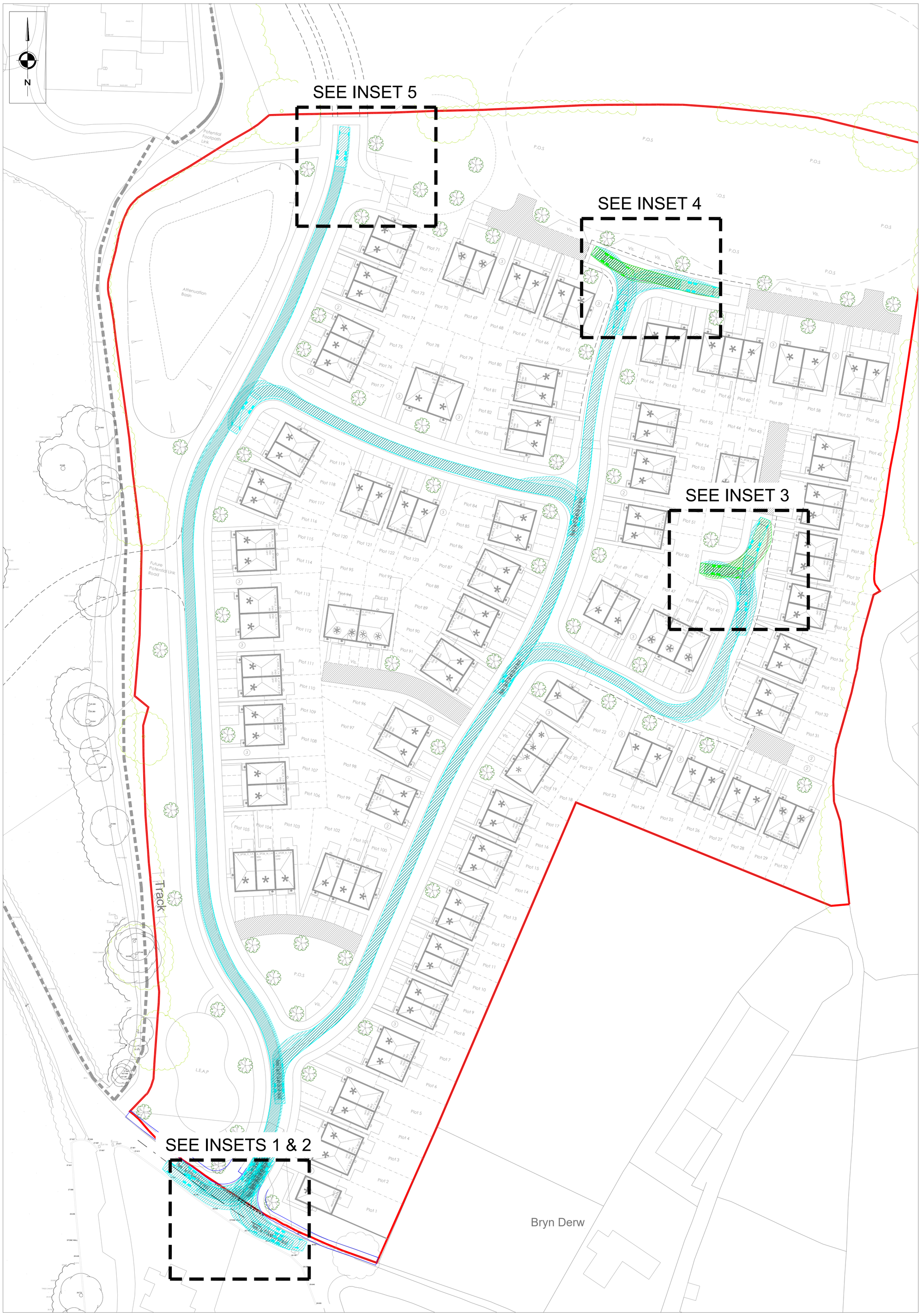


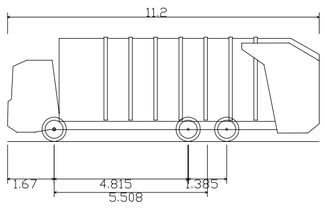












Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)

Overall Length	11.200m
Overall Width	2.530m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.500m

REVISIONS

REV	DESCRIPTION	DATE	BY
A	-LATEST SITE LAN UNDERLAID. -SPA UPDATED TO SUIT.	28.09.26	BA
B	-SITE ACCESS DETAIL UPDATED	10.11.26	BA

S|C|P

Transportation Planning : Infrastructure Design

Colwyn Chambers, 19 York Street, Manchester, M2 3BA, Tel 0161 832 4400, www.scptransport.co.uk, Email info@scptransport.co.uk

Client Name:

Project Title:

RHUDDLAN ROAD, ABERGELE

Date: 18.05.2026		Drawn By: BA	
Scale: 1:500 @ A1 UNLESS STATED		Checked: CT	
Status: PLANNING		Approved/ Unapproved: -	

Drawing Title:

SWEPT PATH ANALYSIS - LARGE REFUSE VEHICLE

Drawing No.	Rev.
SCP/251288/ATR02	B

S|C|P

APPENDIX F

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.2.1013
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+44 (0)1344 379777 software@trl.co.uk www.trlsoftware.co.uk

The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution

Filename: St George Road Site Access.j9
Path: C:\Users\Junctions shared\Desktop\Craig\Abergele
Report generation date: 28/09/2026 09:01:37

»2026 Assessment, AM
»2026 Assessment, PM
»2031 Assessment, AM
»2031 Assessment, PM
»2036 Assessment, AM
»2036 Assessment, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2026 Assessment									
Stream B-AC	D1	0.2	9.50	0.15	A	D2	0.1	8.94	0.09	A
Stream C-AB		0.0	0.00	0.00	A		0.0	0.00	0.00	A
	2031 Assessment									
Stream B-AC	D3	0.2	9.54	0.15	A	D4	0.1	8.98	0.09	A
Stream C-AB		0.0	0.00	0.00	A		0.0	0.00	0.00	A
	2036 Assessment									
Stream B-AC	D5	0.2	9.59	0.15	A	D6	0.1	9.02	0.09	A
Stream C-AB		0.0	0.00	0.00	A		0.0	0.00	0.00	A

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

File summary

File Description

Title	St George Road Site Access
Location	
Site number	
Date	28/09/2026
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	SCP-RD-Junction\Junctions shared
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2026 Assessment	AM	ONE HOUR	07:30	09:00	15
D2	2026 Assessment	PM	ONE HOUR	16:15	17:45	15
D3	2031 Assessment	AM	ONE HOUR	07:30	09:00	15
D4	2031 Assessment	PM	ONE HOUR	16:15	17:45	15
D5	2036 Assessment	AM	ONE HOUR	07:30	09:00	15
D6	2036 Assessment	PM	ONE HOUR	16:15	17:45	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2026 Assessment, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	St George Road Site Access	T-Junction	Two-way		2.20	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	St George Road (West)		Major
B	Site Access		Minor
C	St George Road (East)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	4.90			51.0	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	2.75	16	20

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	480	0.092	0.232	0.146	0.331
B-C	621	0.100	0.252	-	-
C-B	603	0.245	0.245	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2026 Assessment	AM	ONE HOUR	07:30	09:00	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	72	100.000
B		✓	60	100.000
C		✓	127	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	22	50
	B	60	0	0
	C	127	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.15	9.50	0.2	A
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	45	456	0.099	45	0.1	8.742	A
C-AB	0	590	0.000	0	0.0	0.000	A
C-A	96			96			
A-B	17			17			
A-C	38			38			

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	54	451	0.119	54	0.1	9.052	A
C-AB	0	588	0.000	0	0.0	0.000	A
C-A	114			114			
A-B	20			20			
A-C	45			45			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	66	445	0.148	66	0.2	9.493	A
C-AB	0	584	0.000	0	0.0	0.000	A
C-A	140			140			
A-B	24			24			
A-C	55			55			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	66	445	0.148	66	0.2	9.501	A
C-AB	0	584	0.000	0	0.0	0.000	A
C-A	140			140			
A-B	24			24			
A-C	55			55			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	54	451	0.119	54	0.1	9.064	A
C-AB	0	588	0.000	0	0.0	0.000	A
C-A	114			114			
A-B	20			20			
A-C	45			45			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	45	456	0.099	45	0.1	8.765	A
C-AB	0	590	0.000	0	0.0	0.000	A
C-A	96			96			
A-B	17			17			
A-C	38			38			

2026 Assessment, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	St George Road Site Access	T-Junction	Two-way		1.31	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2026 Assessment	PM	ONE HOUR	16:15	17:45	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	134	100.000
B		✓	36	100.000
C		✓	76	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	53	81
	B	36	0	0
	C	76	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.09	8.94	0.1	A
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	27	454	0.060	27	0.1	8.421	A
C-AB	0	579	0.000	0	0.0	0.000	A
C-A	57			57			
A-B	40			40			
A-C	61			61			

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	32	449	0.072	32	0.1	8.636	A
C-AB	0	574	0.000	0	0.0	0.000	A
C-A	68			68			
A-B	48			48			
A-C	73			73			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	40	442	0.090	40	0.1	8.941	A
C-AB	0	567	0.000	0	0.0	0.000	A
C-A	84			84			
A-B	58			58			
A-C	89			89			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	40	442	0.090	40	0.1	8.944	A
C-AB	0	567	0.000	0	0.0	0.000	A
C-A	84			84			
A-B	58			58			
A-C	89			89			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	32	449	0.072	32	0.1	8.643	A
C-AB	0	574	0.000	0	0.0	0.000	A
C-A	68			68			
A-B	48			48			
A-C	73			73			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	27	454	0.060	27	0.1	8.431	A
C-AB	0	579	0.000	0	0.0	0.000	A
C-A	57			57			
A-B	40			40			
A-C	61			61			

2031 Assessment, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	St George Road Site Access	T-Junction	Two-way		2.14	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2031 Assessment	AM	ONE HOUR	07:30	09:00	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	74	100.000
B		✓	60	100.000
C		✓	134	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	22	52
	B	60	0	0
	C	134	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.15	9.54	0.2	A
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	45	455	0.099	45	0.1	8.766	A
C-AB	0	590	0.000	0	0.0	0.000	A
C-A	101			101			
A-B	17			17			
A-C	39			39			

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	54	450	0.120	54	0.1	9.083	A
C-AB	0	587	0.000	0	0.0	0.000	A
C-A	120			120			
A-B	20			20			
A-C	47			47			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	66	443	0.149	66	0.2	9.534	A
C-AB	0	584	0.000	0	0.0	0.000	A
C-A	148			148			
A-B	24			24			
A-C	57			57			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	66	443	0.149	66	0.2	9.542	A
C-AB	0	584	0.000	0	0.0	0.000	A
C-A	148			148			
A-B	24			24			
A-C	57			57			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	54	450	0.120	54	0.1	9.095	A
C-AB	0	587	0.000	0	0.0	0.000	A
C-A	120			120			
A-B	20			20			
A-C	47			47			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	45	455	0.099	45	0.1	8.789	A
C-AB	0	590	0.000	0	0.0	0.000	A
C-A	101			101			
A-B	17			17			
A-C	39			39			

2031 Assessment, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	St George Road Site Access	T-Junction	Two-way		1.27	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2031 Assessment	PM	ONE HOUR	16:15	17:45	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	138	100.000
B		✓	36	100.000
C		✓	81	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	53	85
	B	36	0	0
	C	81	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.09	8.98	0.1	A
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	27	453	0.060	27	0.1	8.446	A
C-AB	0	578	0.000	0	0.0	0.000	A
C-A	61			61			
A-B	40			40			
A-C	64			64			

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	32	448	0.072	32	0.1	8.667	A
C-AB	0	573	0.000	0	0.0	0.000	A
C-A	73			73			
A-B	48			48			
A-C	76			76			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	40	440	0.090	40	0.1	8.981	A
C-AB	0	566	0.000	0	0.0	0.000	A
C-A	89			89			
A-B	58			58			
A-C	94			94			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	40	440	0.090	40	0.1	8.985	A
C-AB	0	566	0.000	0	0.0	0.000	A
C-A	89			89			
A-B	58			58			
A-C	94			94			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	32	448	0.072	32	0.1	8.672	A
C-AB	0	573	0.000	0	0.0	0.000	A
C-A	73			73			
A-B	48			48			
A-C	76			76			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	27	453	0.060	27	0.1	8.456	A
C-AB	0	578	0.000	0	0.0	0.000	A
C-A	61			61			
A-B	40			40			
A-C	64			64			

2036 Assessment, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	St George Road Site Access	T-Junction	Two-way		2.08	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2036 Assessment	AM	ONE HOUR	07:30	09:00	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	77	100.000
B		✓	60	100.000
C		✓	140	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	22	55
	B	60	0	0
	C	140	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.15	9.59	0.2	A
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	45	454	0.100	45	0.1	8.791	A
C-AB	0	589	0.000	0	0.0	0.000	A
C-A	105			105			
A-B	17			17			
A-C	41			41			

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	54	449	0.120	54	0.1	9.115	A
C-AB	0	587	0.000	0	0.0	0.000	A
C-A	126			126			
A-B	20			20			
A-C	49			49			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	66	442	0.150	66	0.2	9.578	A
C-AB	0	583	0.000	0	0.0	0.000	A
C-A	154			154			
A-B	24			24			
A-C	61			61			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	66	442	0.150	66	0.2	9.586	A
C-AB	0	583	0.000	0	0.0	0.000	A
C-A	154			154			
A-B	24			24			
A-C	61			61			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	54	449	0.120	54	0.1	9.126	A
C-AB	0	587	0.000	0	0.0	0.000	A
C-A	126			126			
A-B	20			20			
A-C	49			49			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	45	454	0.100	45	0.1	8.815	A
C-AB	0	589	0.000	0	0.0	0.000	A
C-A	105			105			
A-B	17			17			
A-C	41			41			

2036 Assessment, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	St George Road Site Access	T-Junction	Two-way		1.24	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2036 Assessment	PM	ONE HOUR	16:15	17:45	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	142	100.000
B		✓	36	100.000
C		✓	84	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	53	89
	B	36	0	0
	C	84	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.09	9.02	0.1	A
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	27	452	0.060	27	0.1	8.463	A
C-AB	0	577	0.000	0	0.0	0.000	A
C-A	63			63			
A-B	40			40			
A-C	67			67			

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	32	446	0.073	32	0.1	8.692	A
C-AB	0	572	0.000	0	0.0	0.000	A
C-A	76			76			
A-B	48			48			
A-C	80			80			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	40	439	0.090	40	0.1	9.015	A
C-AB	0	565	0.000	0	0.0	0.000	A
C-A	92			92			
A-B	58			58			
A-C	98			98			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	40	439	0.090	40	0.1	9.019	A
C-AB	0	565	0.000	0	0.0	0.000	A
C-A	92			92			
A-B	58			58			
A-C	98			98			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	32	446	0.073	32	0.1	8.698	A
C-AB	0	572	0.000	0	0.0	0.000	A
C-A	76			76			
A-B	48			48			
A-C	80			80			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	27	452	0.060	27	0.1	8.478	A
C-AB	0	577	0.000	0	0.0	0.000	A
C-A	63			63			
A-B	40			40			
A-C	67			67			

S|C|P

APPENDIX G

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.5.2.1013
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Filename: A55 Faenol Interchange.j9
Path: C:\Users\Junctions shared\Desktop\Craig\Abergele
Report generation date: 28/09/2026 13:39:44

»2026 Baseline, AM
»2026 Baseline, PM
»2031 Baseline, AM
»2031 Baseline, PM
»2036 Baseline, AM
»2036 Baseline, PM
»2026 Assessment, AM
»2026 Assessment, PM
»2031 Assessment, AM
»2031 Assessment, PM
»2036 Assessment, AM
»2036 Assessment, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2026 Baseline									
Arm 1	D1	0.4	2.36	0.27	A	D2	0.3	2.08	0.26	A
Arm 2		0.9	3.65	0.48	A		0.6	2.78	0.39	A
Arm 5		0.2	2.24	0.15	A		0.2	2.26	0.19	A
Arm 6		0.0	2.41	0.01	A		0.0	0.00	0.00	A
Arm 7		0.6	2.15	0.37	A		0.3	1.70	0.24	A
	2031 Baseline									
Arm 1	D3	0.4	2.49	0.29	A	D4	0.4	2.16	0.28	A
Arm 2		1.0	4.00	0.51	A		0.7	2.93	0.42	A
Arm 5		0.2	2.35	0.16	A		0.3	2.36	0.21	A
Arm 6		0.0	2.50	0.01	A		0.0	0.00	0.00	A
Arm 7		0.7	2.27	0.40	A		0.3	1.75	0.25	A
	2036 Baseline									
Arm 1	D5	0.4	2.60	0.31	A	D6	0.4	2.22	0.29	A
Arm 2		1.2	4.32	0.54	A		0.8	3.05	0.44	A
Arm 5		0.2	2.43	0.17	A		0.3	2.44	0.22	A
Arm 6		0.0	2.57	0.01	A		0.0	0.00	0.00	A
Arm 7		0.7	2.37	0.42	A		0.4	1.79	0.26	A
	2026 Assessment									
Arm 1	D7	0.4	2.42	0.27	A	D8	0.4	2.12	0.27	A
Arm 2		0.9	3.74	0.48	A		0.7	2.85	0.40	A
Arm 5		0.2	2.27	0.15	A		0.3	2.32	0.20	A
Arm 6		0.0	2.43	0.01	A		0.0	0.00	0.00	A
Arm 7		0.6	2.21	0.39	A		0.3	1.72	0.25	A
	2031 Assessment									
Arm 1	D9	0.4	2.55	0.30	A	D10	0.4	2.21	0.29	A
Arm 2		1.1	4.11	0.52	A		0.7	3.01	0.43	A
Arm 5		0.2	2.37	0.16	A		0.3	2.42	0.22	A
Arm 6		0.0	2.52	0.01	A		0.0	0.00	0.00	A
Arm 7		0.7	2.34	0.42	A		0.4	1.77	0.26	A
	2036 Assessment									
Arm 1	D11	0.5	2.67	0.31	A	D12	0.4	2.27	0.30	A
Arm 2		1.2	4.45	0.55	A		0.8	3.14	0.45	A
Arm 5		0.2	2.46	0.18	A		0.3	2.51	0.23	A
Arm 6		0.0	2.59	0.01	A		0.0	0.00	0.00	A
Arm 7		0.8	2.45	0.44	A		0.4	1.82	0.27	A

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

File summary

File Description

Title	A55 Faenol Interchange
Location	
Site number	
Date	28/09/2026
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	SCP-RD-Junction\Junctions shared
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2026 Baseline	AM	ONE HOUR	07:30	09:00	15
D2	2026 Baseline	PM	ONE HOUR	16:15	17:45	15
D3	2031 Baseline	AM	ONE HOUR	07:30	09:00	15
D4	2031 Baseline	PM	ONE HOUR	16:15	17:45	15
D5	2036 Baseline	AM	ONE HOUR	07:30	09:00	15
D6	2036 Baseline	PM	ONE HOUR	16:15	17:45	15
D7	2026 Assessment	AM	ONE HOUR	07:30	09:00	15
D8	2026 Assessment	PM	ONE HOUR	16:15	17:45	15
D9	2031 Assessment	AM	ONE HOUR	07:30	09:00	15
D10	2031 Assessment	PM	ONE HOUR	16:15	17:45	15
D11	2036 Assessment	AM	ONE HOUR	07:30	09:00	15
D12	2036 Assessment	PM	ONE HOUR	16:15	17:45	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2026 Baseline, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A55 Faenol Interchange	Large Roundabout		1, 2, 3, 4, 5, 6, 7, 8	2.69	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	A55 (N) Off Slip	
2	Rhuddlan Road (East)	
3	McDonalds Access	
4	A55 (S) On Slip	
5	A55 (S) Off Slip	
6	Hotel Access	
7	Rhuddlan Road (West)	
8	A55 N (On Slip)	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1	7.30	7.30	0.0	39.9	135.0	18.4	
2	3.98	6.32	11.8	18.8	135.0	9.2	
3							✓
4							✓
5	6.88	7.67	1.9	34.2	135.0	18.3	
6	5.67	7.36	12.0	4.6	135.0	21.6	
7	6.77	8.35	19.3	42.7	135.0	13.2	
8							✓

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Entry-to-exit separation (m)
1	611	80.00
2	473	16.00
3	1164	0.00
4	822	0.00
5	822	80.00
6	1115	0.00
7	454	45.00
8	611	80.00

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1	1.048	2911
2	0.916	2477
3		
4		
5	0.994	2827
6	0.737	2402
7	1.166	3305
8		

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2026 Baseline	AM	ONE HOUR	07:30	09:00	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	502	100.000
2		✓	812	100.000
3				
4				
5		✓	253	100.000
6		✓	8	100.000
7		✓	903	100.000
8				

Origin-Destination Data

Demand (PCU/hr)

		To							
		1	2	3	4	5	6	7	8
From	1	0	371	29	3	0	1	98	0
	2	0	0	16	32	0	4	292	468
	3	0	0	0	0	0	0	0	0
	4	0	0	0	0	0	0	0	0
	5	0	3	9	3	0	2	231	5
	6	0	0	0	2	0	0	3	3
	7	0	259	31	415	0	1	0	197
	8	0	0	0	0	0	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To							
		1	2	3	4	5	6	7	8
From	1	0	0	0	0	0	0	0	0
	2	0	0	0	0	0	0	0	0
	3	0	0	0	0	0	0	0	0
	4	0	0	0	0	0	0	0	0
	5	0	0	0	0	0	0	0	0
	6	0	0	0	0	0	0	0	0
	7	0	0	0	0	0	0	0	0
	8	0	0	0	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.27	2.36	0.4	A
2	0.48	3.65	0.9	A
3				
4				
5	0.15	2.24	0.2	A
6	0.01	2.41	0.0	A
7	0.37	2.15	0.6	A
8				

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	378	543	2341	0.161	377	0.2	1.832	A
2	611	445	2069	0.295	610	0.4	2.465	A
3		991						
4		649						
5	190	649	2183	0.087	190	0.1	1.806	A
6	6	833	1788	0.003	6	0.0	2.019	A
7	680	370	2873	0.237	679	0.3	1.640	A
8		543						

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	451	650	2230	0.202	451	0.3	2.024	A
2	730	532	1989	0.367	729	0.6	2.855	A
3		1185						
4		776						
5	227	776	2056	0.111	227	0.1	1.968	A
6	7	996	1668	0.004	7	0.0	2.167	A
7	812	443	2788	0.291	811	0.4	1.820	A
8		650						

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	553	795	2077	0.266	552	0.4	2.361	A
2	894	651	1880	0.476	893	0.9	3.641	A
3		1451						
4		950						
5	279	950	1883	0.148	278	0.2	2.243	A
6	9	1220	1503	0.006	9	0.0	2.408	A
7	994	542	2672	0.372	993	0.6	2.143	A
8		795						

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	553	796	2076	0.266	553	0.4	2.362	A
2	894	652	1880	0.476	894	0.9	3.651	A
3		1452						
4		951						
5	279	951	1882	0.148	279	0.2	2.244	A
6	9	1221	1502	0.006	9	0.0	2.410	A
7	994	543	2672	0.372	994	0.6	2.145	A
8		796						

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	451	651	2229	0.202	452	0.3	2.027	A
2	730	533	1989	0.367	731	0.6	2.867	A
3		1187						
4		778						
5	227	778	2054	0.111	228	0.1	1.970	A
6	7	998	1666	0.004	7	0.0	2.169	A
7	812	444	2787	0.291	812	0.4	1.825	A
8		651						

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	378	545	2340	0.162	378	0.2	1.837	A
2	611	446	2068	0.296	612	0.4	2.474	A
3		994						
4		651						
5	190	651	2180	0.087	191	0.1	1.811	A
6	6	836	1786	0.003	6	0.0	2.023	A
7	680	372	2871	0.237	680	0.3	1.645	A
8		545						

2026 Baseline, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A55 Faenol Interchange	Large Roundabout		1, 2, 3, 4, 5, 6, 7, 8	2.24	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Entry-to-exit separation (m)
1	611	80.00
2	473	16.00
3	1164	0.00
4	822	0.00
5	822	80.00
6	1115	0.00
7	454	45.00
8	611	80.00

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2026 Baseline	PM	ONE HOUR	16:15	17:45	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	551	100.000
2		✓	752	100.000
3				
4				
5		✓	346	100.000
6		✓	4	100.000
7		✓	594	100.000
8				

Origin-Destination Data

Demand (PCU/hr)

		To							
		1	2	3	4	5	6	7	8
From	1	0	436	28	8	0	0	79	0
	2	0	0	26	26	0	3	301	396
	3	0	0	0	0	0	0	0	0
	4	0	0	0	0	0	0	0	0
	5	0	2	11	3	0	1	329	0
	6	0	1	0	1	0	0	1	1
	7	0	259	29	191	0	1	0	114
	8	0	0	0	0	0	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To							
		1	2	3	4	5	6	7	8
From	1	0	0	0	0	0	0	0	0
	2	0	0	0	0	0	0	0	0
	3	0	0	0	0	0	0	0	0
	4	0	0	0	0	0	0	0	0
	5	0	0	0	0	0	0	0	0
	6	0	0	0	0	0	0	0	0
	7	0	0	0	0	0	0	0	0
	8	0	0	0	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.26	2.08	0.3	A
2	0.39	2.78	0.6	A
3				
4				
5	0.19	2.26	0.2	A
6	0.00	0.00	0.0	A
7	0.24	1.70	0.3	A
8				

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	415	373	2520	0.165	414	0.2	1.709	A
2	566	263	2236	0.253	565	0.3	2.152	A
3		757						
4		586						
5	260	586	2245	0.116	260	0.1	1.813	A
6	0	842	1781	0.000	0	0.0	0.000	A
7	447	309	2944	0.152	446	0.2	1.441	A
8		373						

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	495	446	2443	0.203	495	0.3	1.847	A
2	676	315	2189	0.309	676	0.4	2.379	A
3		906						
4		701						
5	311	701	2131	0.146	311	0.2	1.977	A
6	0	1007	1660	0.000	0	0.0	0.000	A
7	534	370	2873	0.186	534	0.2	1.538	A
8		446						

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	607	546	2338	0.259	606	0.3	2.078	A
2	828	385	2124	0.390	827	0.6	2.775	A
3		1109						
4		858						
5	381	858	1975	0.193	381	0.2	2.258	A
6	0	1233	1493	0.000	0	0.0	0.000	A
7	654	453	2776	0.236	654	0.3	1.695	A
8		546						

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	607	546	2338	0.259	607	0.3	2.078	A
2	828	385	2124	0.390	828	0.6	2.777	A
3		1110						
4		859						
5	381	859	1974	0.193	381	0.2	2.259	A
6	0	1234	1492	0.000	0	0.0	0.000	A
7	654	454	2776	0.236	654	0.3	1.696	A
8		546						

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	495	446	2443	0.203	496	0.3	1.851	A
2	676	315	2188	0.309	677	0.4	2.384	A
3		907						
4		702						
5	311	702	2130	0.146	311	0.2	1.979	A
6	0	1009	1658	0.000	0	0.0	0.000	A
7	534	371	2872	0.186	534	0.2	1.541	A
8		446						

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	415	374	2519	0.165	415	0.2	1.713	A
2	566	264	2235	0.253	567	0.3	2.157	A
3		759						
4		588						
5	260	588	2243	0.116	261	0.1	1.814	A
6	0	845	1779	0.000	0	0.0	0.000	A
7	447	310	2943	0.152	447	0.2	1.442	A
8		374						

2031 Baseline, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A55 Faenol Interchange	Large Roundabout		1, 2, 3, 4, 5, 6, 7, 8	2.89	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Entry-to-exit separation (m)
1	611	80.00
2	473	16.00
3	1164	0.00
4	822	0.00
5	822	80.00
6	1115	0.00
7	454	45.00
8	611	80.00

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2031 Baseline	AM	ONE HOUR	07:30	09:00	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	532	100.000
2		✓	859	100.000
3				
4				
5		✓	267	100.000
6		✓	8	100.000
7		✓	950	100.000
8				

Origin-Destination Data

Demand (PCU/hr)

		To							
		1	2	3	4	5	6	7	8
From	1	0	393	31	4	0	1	103	0
	2	0	0	17	34	0	4	308	496
	3	0	0	0	0	0	0	0	0
	4	0	0	0	0	0	0	0	0
	5	0	3	10	3	0	2	244	5
	6	0	0	0	2	0	0	3	3
	7	0	273	33	437	0	1	0	206
	8	0	0	0	0	0	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To							
		1	2	3	4	5	6	7	8
From	1	0	0	0	0	0	0	0	0
	2	0	0	0	0	0	0	0	0
	3	0	0	0	0	0	0	0	0
	4	0	0	0	0	0	0	0	0
	5	0	0	0	0	0	0	0	0
	6	0	0	0	0	0	0	0	0
	7	0	0	0	0	0	0	0	0
	8	0	0	0	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.29	2.49	0.4	A
2	0.51	4.00	1.0	A
3				
4				
5	0.16	2.35	0.2	A
6	0.01	2.50	0.0	A
7	0.40	2.27	0.7	A
8				

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	401	573	2310	0.173	400	0.2	1.883	A
2	647	470	2047	0.316	645	0.5	2.565	A
3		1046						
4		685						
5	201	685	2146	0.094	201	0.1	1.849	A
6	6	880	1753	0.003	6	0.0	2.060	A
7	715	392	2848	0.251	714	0.3	1.687	A
8		573						

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	478	685	2193	0.218	478	0.3	2.099	A
2	772	562	1962	0.394	771	0.6	3.021	A
3		1251						
4		820						
5	240	820	2012	0.119	240	0.1	2.030	A
6	7	1053	1626	0.004	7	0.0	2.223	A
7	854	469	2758	0.310	854	0.4	1.889	A
8		685						

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	586	838	2032	0.288	585	0.4	2.489	A
2	946	688	1847	0.512	944	1.0	3.982	A
3		1532						
4		1004						
5	294	1004	1830	0.161	294	0.2	2.343	A
6	9	1289	1452	0.006	9	0.0	2.493	A
7	1046	574	2635	0.397	1045	0.7	2.262	A
8		838						

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	586	839	2031	0.288	586	0.4	2.490	A
2	946	688	1846	0.512	946	1.0	3.997	A
3		1534						
4		1005						
5	294	1005	1828	0.161	294	0.2	2.345	A
6	9	1290	1451	0.006	9	0.0	2.495	A
7	1046	575	2634	0.397	1046	0.7	2.266	A
8		839						

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	478	686	2192	0.218	479	0.3	2.103	A
2	772	562	1962	0.394	774	0.7	3.036	A
3		1254						
4		822						
5	240	822	2010	0.119	240	0.1	2.035	A
6	7	1055	1624	0.004	7	0.0	2.226	A
7	854	470	2756	0.310	855	0.5	1.893	A
8		686						

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	401	574	2309	0.173	401	0.2	1.886	A
2	647	471	2045	0.316	647	0.5	2.576	A
3		1050						
4		688						
5	201	688	2143	0.094	201	0.1	1.855	A
6	6	883	1751	0.003	6	0.0	2.062	A
7	715	393	2846	0.251	716	0.3	1.692	A
8		574						

2031 Baseline, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A55 Faenol Interchange	Large Roundabout		1, 2, 3, 4, 5, 6, 7, 8	2.34	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Entry-to-exit separation (m)
1	611	80.00
2	473	16.00
3	1164	0.00
4	822	0.00
5	822	80.00
6	1115	0.00
7	454	45.00
8	611	80.00

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2031 Baseline	PM	ONE HOUR	16:15	17:45	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	583	100.000
2		✓	795	100.000
3				
4				
5		✓	365	100.000
6		✓	4	100.000
7		✓	625	100.000
8				

Origin-Destination Data

Demand (PCU/hr)

		To							
		1	2	3	4	5	6	7	8
From	1	0	462	30	9	0	0	82	0
	2	0	0	27	28	0	3	317	420
	3	0	0	0	0	0	0	0	0
	4	0	0	0	0	0	0	0	0
	5	0	2	12	3	0	1	347	0
	6	0	1	0	1	0	0	1	1
	7	0	273	31	201	0	1	0	119
	8	0	0	0	0	0	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To							
		1	2	3	4	5	6	7	8
From	1	0	0	0	0	0	0	0	0
	2	0	0	0	0	0	0	0	0
	3	0	0	0	0	0	0	0	0
	4	0	0	0	0	0	0	0	0
	5	0	0	0	0	0	0	0	0
	6	0	0	0	0	0	0	0	0
	7	0	0	0	0	0	0	0	0
	8	0	0	0	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.28	2.16	0.4	A
2	0.42	2.93	0.7	A
3				
4				
5	0.21	2.36	0.3	A
6	0.00	0.00	0.0	A
7	0.25	1.75	0.3	A
8				

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	439	393	2499	0.176	438	0.2	1.746	A
2	599	277	2223	0.269	597	0.4	2.212	A
3		799						
4		618						
5	275	618	2213	0.124	274	0.1	1.856	A
6	0	889	1747	0.000	0	0.0	0.000	A
7	471	328	2922	0.161	470	0.2	1.467	A
8		393						

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	524	470	2418	0.217	524	0.3	1.899	A
2	715	332	2173	0.329	714	0.5	2.468	A
3		956						
4		739						
5	328	739	2093	0.157	328	0.2	2.040	A
6	0	1063	1619	0.000	0	0.0	0.000	A
7	562	393	2847	0.197	562	0.2	1.574	A
8		470						

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	642	576	2307	0.278	641	0.4	2.161	A
2	875	406	2105	0.416	874	0.7	2.925	A
3		1170						
4		905						
5	402	905	1928	0.208	402	0.3	2.359	A
6	0	1301	1443	0.000	0	0.0	0.000	A
7	688	481	2744	0.251	688	0.3	1.750	A
8		576						

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	642	576	2307	0.278	642	0.4	2.161	A
2	875	406	2105	0.416	875	0.7	2.928	A
3		1171						
4		906						
5	402	906	1927	0.209	402	0.3	2.360	A
6	0	1302	1442	0.000	0	0.0	0.000	A
7	688	481	2743	0.251	688	0.3	1.750	A
8		576						

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	524	470	2417	0.217	525	0.3	1.904	A
2	715	332	2173	0.329	716	0.5	2.473	A
3		958						
4		741						
5	328	741	2091	0.157	328	0.2	2.042	A
6	0	1065	1617	0.000	0	0.0	0.000	A
7	562	393	2846	0.197	562	0.2	1.578	A
8		470						

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	439	394	2498	0.176	439	0.2	1.750	A
2	599	278	2222	0.269	599	0.4	2.218	A
3		802						
4		620						
5	275	620	2211	0.124	275	0.1	1.861	A
6	0	891	1745	0.000	0	0.0	0.000	A
7	471	329	2921	0.161	471	0.2	1.471	A
8		394						

2036 Baseline, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A55 Faenol Interchange	Large Roundabout		1, 2, 3, 4, 5, 6, 7, 8	3.07	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Entry-to-exit separation (m)
1	611	80.00
2	473	16.00
3	1164	0.00
4	822	0.00
5	822	80.00
6	1115	0.00
7	454	45.00
8	611	80.00

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2036 Baseline	AM	ONE HOUR	07:30	09:00	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	554	100.000
2		✓	897	100.000
3				
4				
5		✓	278	100.000
6		✓	8	100.000
7		✓	989	100.000
8				

Origin-Destination Data

Demand (PCU/hr)

		To							
		1	2	3	4	5	6	7	8
From	1	0	410	32	4	0	1	107	0
	2	0	0	18	35	0	4	322	518
	3	0	0	0	0	0	0	0	0
	4	0	0	0	0	0	0	0	0
	5	0	3	10	3	0	2	254	6
	6	0	0	0	2	0	0	3	3
	7	0	284	35	456	0	1	0	213
	8	0	0	0	0	0	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To							
		1	2	3	4	5	6	7	8
From	1	0	0	0	0	0	0	0	0
	2	0	0	0	0	0	0	0	0
	3	0	0	0	0	0	0	0	0
	4	0	0	0	0	0	0	0	0
	5	0	0	0	0	0	0	0	0
	6	0	0	0	0	0	0	0	0
	7	0	0	0	0	0	0	0	0
	8	0	0	0	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.31	2.60	0.4	A
2	0.54	4.32	1.2	A
3				
4				
5	0.17	2.43	0.2	A
6	0.01	2.57	0.0	A
7	0.42	2.37	0.7	A
8				

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	417	597	2285	0.183	416	0.2	1.925	A
2	675	489	2029	0.333	673	0.5	2.653	A
3		1091						
4		715						
5	209	715	2116	0.099	209	0.1	1.886	A
6	6	918	1725	0.003	6	0.0	2.093	A
7	745	409	2827	0.263	743	0.4	1.727	A
8		597						

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	498	713	2163	0.230	498	0.3	2.162	A
2	806	585	1941	0.415	806	0.7	3.169	A
3		1305						
4		856						
5	250	856	1977	0.126	250	0.1	2.084	A
6	7	1098	1592	0.005	7	0.0	2.270	A
7	889	489	2734	0.325	889	0.5	1.951	A
8		713						

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	610	873	1995	0.306	609	0.4	2.596	A
2	988	716	1821	0.542	986	1.2	4.302	A
3		1597						
4		1047						
5	306	1047	1786	0.171	306	0.2	2.431	A
6	9	1344	1411	0.006	9	0.0	2.566	A
7	1089	599	2606	0.418	1088	0.7	2.370	A
8		873						

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	610	874	1994	0.306	610	0.4	2.600	A
2	988	717	1820	0.543	988	1.2	4.323	A
3		1600						
4		1049						
5	306	1049	1785	0.172	306	0.2	2.434	A
6	9	1347	1410	0.006	9	0.0	2.569	A
7	1089	600	2605	0.418	1089	0.7	2.374	A
8		874						

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	498	715	2162	0.230	499	0.3	2.165	A
2	806	586	1940	0.416	808	0.7	3.187	A
3		1309						
4		859						
5	250	859	1974	0.127	250	0.1	2.089	A
6	7	1102	1590	0.005	7	0.0	2.273	A
7	889	491	2732	0.325	890	0.5	1.956	A
8		715						

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	417	598	2284	0.183	417	0.2	1.930	A
2	675	490	2027	0.333	676	0.5	2.665	A
3		1095						
4		718						
5	209	718	2113	0.099	209	0.1	1.892	A
6	6	922	1723	0.004	6	0.0	2.096	A
7	745	411	2825	0.264	745	0.4	1.732	A
8		598						

2036 Baseline, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A55 Faenol Interchange	Large Roundabout		1, 2, 3, 4, 5, 6, 7, 8	2.42	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Entry-to-exit separation (m)
1	611	80.00
2	473	16.00
3	1164	0.00
4	822	0.00
5	822	80.00
6	1115	0.00
7	454	45.00
8	611	80.00

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2036 Baseline	PM	ONE HOUR	16:15	17:45	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	605	100.000
2		✓	828	100.000
3				
4				
5		✓	379	100.000
6		✓	4	100.000
7		✓	649	100.000
8				

Origin-Destination Data

Demand (PCU/hr)

		To							
		1	2	3	4	5	6	7	8
From	1	0	481	31	9	0	0	84	0
	2	0	0	28	29	0	3	330	438
	3	0	0	0	0	0	0	0	0
	4	0	0	0	0	0	0	0	0
	5	0	2	12	3	0	1	361	0
	6	0	1	0	1	0	0	1	1
	7	0	284	32	209	0	1	0	123
	8	0	0	0	0	0	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To							
		1	2	3	4	5	6	7	8
From	1	0	0	0	0	0	0	0	0
	2	0	0	0	0	0	0	0	0
	3	0	0	0	0	0	0	0	0
	4	0	0	0	0	0	0	0	0
	5	0	0	0	0	0	0	0	0
	6	0	0	0	0	0	0	0	0
	7	0	0	0	0	0	0	0	0
	8	0	0	0	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.29	2.22	0.4	A
2	0.44	3.05	0.8	A
3				
4				
5	0.22	2.44	0.3	A
6	0.00	0.00	0.0	A
7	0.26	1.79	0.4	A
8				

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	455	408	2483	0.183	455	0.2	1.774	A
2	623	286	2214	0.282	622	0.4	2.258	A
3		831						
4		643						
5	285	643	2188	0.130	285	0.1	1.890	A
6	0	924	1721	0.000	0	0.0	0.000	A
7	489	342	2906	0.168	488	0.2	1.488	A
8		408						

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	544	488	2399	0.227	544	0.3	1.940	A
2	744	342	2163	0.344	744	0.5	2.537	A
3		994						
4		769						
5	341	769	2063	0.165	341	0.2	2.089	A
6	0	1105	1587	0.000	0	0.0	0.000	A
7	583	409	2828	0.206	583	0.3	1.603	A
8		488						

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	666	598	2284	0.292	666	0.4	2.224	A
2	912	419	2093	0.436	911	0.8	3.042	A
3		1217						
4		941						
5	417	941	1892	0.221	417	0.3	2.441	A
6	0	1353	1405	0.000	0	0.0	0.000	A
7	715	500	2721	0.263	714	0.4	1.793	A
8		598						

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	666	598	2284	0.292	666	0.4	2.224	A
2	912	419	2092	0.436	912	0.8	3.048	A
3		1218						
4		942						
5	417	942	1891	0.221	417	0.3	2.442	A
6	0	1354	1404	0.000	0	0.0	0.000	A
7	715	501	2720	0.263	715	0.4	1.793	A
8		598						

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	544	488	2399	0.227	544	0.3	1.943	A
2	744	343	2163	0.344	745	0.5	2.541	A
3		995						
4		770						
5	341	770	2062	0.165	341	0.2	2.092	A
6	0	1107	1586	0.000	0	0.0	0.000	A
7	583	410	2827	0.206	584	0.3	1.606	A
8		488						

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	455	409	2482	0.184	456	0.2	1.778	A
2	623	287	2214	0.282	624	0.4	2.266	A
3		833						
4		645						
5	285	645	2186	0.131	286	0.2	1.893	A
6	0	927	1719	0.000	0	0.0	0.000	A
7	489	343	2905	0.168	489	0.2	1.489	A
8		409						

2026 Assessment, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A55 Faenol Interchange	Large Roundabout		1, 2, 3, 4, 5, 6, 7, 8	2.75	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Entry-to-exit separation (m)
1	611	80.00
2	473	16.00
3	1164	0.00
4	822	0.00
5	822	80.00
6	1115	0.00
7	454	45.00
8	611	80.00

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D7	2026 Assessment	AM	ONE HOUR	07:30	09:00	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	509	100.000
2		✓	815	100.000
3				
4				
5		✓	257	100.000
6		✓	8	100.000
7		✓	945	100.000
8				

Origin-Destination Data

Demand (PCU/hr)

		To							
		1	2	3	4	5	6	7	8
From	1	0	371	29	3	0	1	105	0
	2	0	0	16	32	0	4	295	468
	3	0	0	0	0	0	0	0	0
	4	0	0	0	0	0	0	0	0
	5	0	3	9	3	0	2	235	5
	6	0	0	0	2	0	0	3	3
	7	0	269	31	428	0	1	0	216
	8	0	0	0	0	0	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To							
		1	2	3	4	5	6	7	8
From	1	0	0	0	0	0	0	0	0
	2	0	0	0	0	0	0	0	0
	3	0	0	0	0	0	0	0	0
	4	0	0	0	0	0	0	0	0
	5	0	0	0	0	0	0	0	0
	6	0	0	0	0	0	0	0	0
	7	0	0	0	0	0	0	0	0
	8	0	0	0	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.27	2.42	0.4	A
2	0.48	3.74	0.9	A
3				
4				
5	0.15	2.27	0.2	A
6	0.01	2.43	0.0	A
7	0.39	2.21	0.6	A
8				

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	383	561	2323	0.165	382	0.2	1.854	A
2	614	460	2055	0.299	612	0.4	2.492	A
3		1008						
4		656						
5	193	656	2175	0.089	193	0.1	1.815	A
6	6	843	1780	0.003	6	0.0	2.028	A
7	711	370	2873	0.248	710	0.3	1.664	A
8		561						

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	458	670	2208	0.207	457	0.3	2.056	A
2	733	550	1973	0.371	732	0.6	2.899	A
3		1206						
4		785						
5	231	785	2047	0.113	231	0.1	1.982	A
6	7	1009	1658	0.004	7	0.0	2.179	A
7	850	443	2788	0.305	849	0.4	1.856	A
8		670						

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	560	821	2050	0.273	560	0.4	2.415	A
2	897	673	1860	0.482	896	0.9	3.730	A
3		1476						
4		961						
5	283	961	1872	0.151	283	0.2	2.264	A
6	9	1235	1492	0.006	9	0.0	2.427	A
7	1040	542	2672	0.389	1040	0.6	2.203	A
8		821						

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	560	821	2050	0.273	560	0.4	2.417	A
2	897	674	1859	0.483	897	0.9	3.740	A
3		1478						
4		962						
5	283	962	1871	0.151	283	0.2	2.266	A
6	9	1236	1491	0.006	9	0.0	2.428	A
7	1040	543	2672	0.389	1040	0.6	2.206	A
8		821						

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	458	671	2207	0.207	458	0.3	2.058	A
2	733	551	1972	0.371	734	0.6	2.912	A
3		1208						
4		787						
5	231	787	2045	0.113	231	0.1	1.984	A
6	7	1011	1657	0.004	7	0.0	2.182	A
7	850	444	2787	0.305	850	0.4	1.858	A
8		671						

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	383	562	2322	0.165	383	0.2	1.856	A
2	614	461	2054	0.299	614	0.4	2.502	A
3		1011						
4		659						
5	193	659	2173	0.089	194	0.1	1.818	A
6	6	846	1778	0.003	6	0.0	2.031	A
7	711	372	2871	0.248	712	0.3	1.666	A
8		562						

2026 Assessment, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A55 Faenol Interchange	Large Roundabout		1, 2, 3, 4, 5, 6, 7, 8	2.29	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Entry-to-exit separation (m)
1	611	80.00
2	473	16.00
3	1164	0.00
4	822	0.00
5	822	80.00
6	1115	0.00
7	454	45.00
8	611	80.00

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D8	2026 Assessment	PM	ONE HOUR	16:15	17:45	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	568	100.000
2		✓	761	100.000
3				
4				
5		✓	358	100.000
6		✓	4	100.000
7		✓	619	100.000
8				

Origin-Destination Data

Demand (PCU/hr)

		To							
		1	2	3	4	5	6	7	8
From	1	0	436	28	8	0	0	96	0
	2	0	0	26	26	0	3	310	396
	3	0	0	0	0	0	0	0	0
	4	0	0	0	0	0	0	0	0
	5	0	2	11	3	0	1	341	0
	6	0	1	0	1	0	0	1	1
	7	0	265	29	199	0	1	0	125
	8	0	0	0	0	0	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To							
		1	2	3	4	5	6	7	8
From	1	0	0	0	0	0	0	0	0
	2	0	0	0	0	0	0	0	0
	3	0	0	0	0	0	0	0	0
	4	0	0	0	0	0	0	0	0
	5	0	0	0	0	0	0	0	0
	6	0	0	0	0	0	0	0	0
	7	0	0	0	0	0	0	0	0
	8	0	0	0	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.27	2.12	0.4	A
2	0.40	2.85	0.7	A
3				
4				
5	0.20	2.32	0.3	A
6	0.00	0.00	0.0	A
7	0.25	1.72	0.3	A
8				

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	428	383	2509	0.170	427	0.2	1.728	A
2	573	282	2219	0.258	572	0.3	2.183	A
3		783						
4		605						
5	270	605	2226	0.121	269	0.1	1.839	A
6	0	871	1760	0.000	0	0.0	0.000	A
7	466	309	2944	0.158	465	0.2	1.452	A
8		383						

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	511	458	2430	0.210	510	0.3	1.874	A
2	684	337	2168	0.316	684	0.5	2.425	A
3		936						
4		724						
5	322	724	2108	0.153	322	0.2	2.015	A
6	0	1041	1634	0.000	0	0.0	0.000	A
7	556	370	2873	0.194	556	0.2	1.553	A
8		458						

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	625	561	2322	0.269	625	0.4	2.121	A
2	838	413	2099	0.399	837	0.7	2.852	A
3		1146						
4		887						
5	394	887	1946	0.203	394	0.3	2.319	A
6	0	1275	1462	0.000	0	0.0	0.000	A
7	682	453	2776	0.246	681	0.3	1.717	A
8		561						

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	625	562	2322	0.269	625	0.4	2.121	A
2	838	413	2098	0.399	838	0.7	2.855	A
3		1147						
4		887						
5	394	887	1945	0.203	394	0.3	2.320	A
6	0	1276	1461	0.000	0	0.0	0.000	A
7	682	454	2776	0.246	682	0.3	1.718	A
8		562						

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	511	459	2430	0.210	511	0.3	1.875	A
2	684	337	2168	0.316	685	0.5	2.430	A
3		938						
4		725						
5	322	725	2106	0.153	322	0.2	2.017	A
6	0	1043	1633	0.000	0	0.0	0.000	A
7	556	371	2872	0.194	557	0.2	1.556	A
8		459						

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	428	384	2508	0.171	428	0.2	1.730	A
2	573	282	2218	0.258	573	0.3	2.190	A
3		785						
4		607						
5	270	607	2224	0.121	270	0.1	1.844	A
6	0	873	1758	0.000	0	0.0	0.000	A
7	466	310	2943	0.158	466	0.2	1.453	A
8		384						

2031 Assessment, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A55 Faenol Interchange	Large Roundabout		1, 2, 3, 4, 5, 6, 7, 8	2.96	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Entry-to-exit separation (m)
1	611	80.00
2	473	16.00
3	1164	0.00
4	822	0.00
5	822	80.00
6	1115	0.00
7	454	45.00
8	611	80.00

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D9	2031 Assessment	AM	ONE HOUR	07:30	09:00	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	539	100.000
2		✓	863	100.000
3				
4				
5		✓	271	100.000
6		✓	8	100.000
7		✓	993	100.000
8				

Origin-Destination Data

Demand (PCU/hr)

		To							
		1	2	3	4	5	6	7	8
From	1	0	393	31	4	0	1	110	0
	2	0	0	17	34	0	4	312	496
	3	0	0	0	0	0	0	0	0
	4	0	0	0	0	0	0	0	0
	5	0	3	10	3	0	2	248	5
	6	0	0	0	2	0	0	3	3
	7	0	283	33	451	0	1	0	225
	8	0	0	0	0	0	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To							
		1	2	3	4	5	6	7	8
From	1	0	0	0	0	0	0	0	0
	2	0	0	0	0	0	0	0	0
	3	0	0	0	0	0	0	0	0
	4	0	0	0	0	0	0	0	0
	5	0	0	0	0	0	0	0	0
	6	0	0	0	0	0	0	0	0
	7	0	0	0	0	0	0	0	0
	8	0	0	0	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.30	2.55	0.4	A
2	0.52	4.11	1.1	A
3				
4				
5	0.16	2.37	0.2	A
6	0.01	2.52	0.0	A
7	0.42	2.34	0.7	A
8				

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	406	591	2292	0.177	405	0.2	1.908	A
2	650	485	2032	0.320	648	0.5	2.597	A
3		1065						
4		694						
5	204	694	2138	0.095	204	0.1	1.860	A
6	6	891	1745	0.003	6	0.0	2.069	A
7	748	392	2848	0.263	746	0.4	1.713	A
8		591						

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	485	706	2170	0.223	484	0.3	2.135	A
2	776	580	1945	0.399	775	0.7	3.075	A
3		1274						
4		830						
5	244	830	2003	0.122	243	0.1	2.046	A
6	7	1066	1616	0.004	7	0.0	2.237	A
7	893	469	2758	0.324	892	0.5	1.929	A
8		706						

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	593	865	2004	0.296	593	0.4	2.551	A
2	950	711	1826	0.520	949	1.1	4.096	A
3		1559						
4		1016						
5	298	1016	1818	0.164	298	0.2	2.368	A
6	9	1305	1440	0.006	9	0.0	2.514	A
7	1093	574	2635	0.415	1092	0.7	2.332	A
8		865						

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	593	865	2003	0.296	593	0.4	2.552	A
2	950	711	1825	0.521	950	1.1	4.113	A
3		1561						
4		1017						
5	298	1017	1816	0.164	298	0.2	2.371	A
6	9	1307	1439	0.006	9	0.0	2.517	A
7	1093	575	2634	0.415	1093	0.7	2.335	A
8		865						

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	485	707	2169	0.223	485	0.3	2.139	A
2	776	581	1944	0.399	777	0.7	3.091	A
3		1277						
4		832						
5	244	832	2000	0.122	244	0.1	2.049	A
6	7	1069	1614	0.004	7	0.0	2.240	A
7	893	470	2756	0.324	894	0.5	1.933	A
8		707						

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	406	592	2290	0.177	406	0.2	1.910	A
2	650	487	2031	0.320	650	0.5	2.608	A
3		1069						
4		696						
5	204	696	2135	0.096	204	0.1	1.863	A
6	6	895	1743	0.003	6	0.0	2.074	A
7	748	393	2846	0.263	748	0.4	1.718	A
8		592						

2031 Assessment, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A55 Faenol Interchange	Large Roundabout		1, 2, 3, 4, 5, 6, 7, 8	2.39	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Entry-to-exit separation (m)
1	611	80.00
2	473	16.00
3	1164	0.00
4	822	0.00
5	822	80.00
6	1115	0.00
7	454	45.00
8	611	80.00

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D10	2031 Assessment	PM	ONE HOUR	16:15	17:45	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	599	100.000
2		✓	804	100.000
3				
4				
5		✓	377	100.000
6		✓	4	100.000
7		✓	650	100.000
8				

Origin-Destination Data

Demand (PCU/hr)

		To							
		1	2	3	4	5	6	7	8
From	1	0	462	30	9	0	0	98	0
	2	0	0	27	28	0	3	326	420
	3	0	0	0	0	0	0	0	0
	4	0	0	0	0	0	0	0	0
	5	0	2	12	3	0	1	359	0
	6	0	1	0	1	0	0	1	1
	7	0	279	31	209	0	1	0	130
	8	0	0	0	0	0	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To							
		1	2	3	4	5	6	7	8
From	1	0	0	0	0	0	0	0	0
	2	0	0	0	0	0	0	0	0
	3	0	0	0	0	0	0	0	0
	4	0	0	0	0	0	0	0	0
	5	0	0	0	0	0	0	0	0
	6	0	0	0	0	0	0	0	0
	7	0	0	0	0	0	0	0	0
	8	0	0	0	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.29	2.21	0.4	A
2	0.43	3.01	0.7	A
3				
4				
5	0.22	2.42	0.3	A
6	0.00	0.00	0.0	A
7	0.26	1.77	0.4	A
8				

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	451	404	2488	0.181	450	0.2	1.766	A
2	605	295	2206	0.274	604	0.4	2.244	A
3		824						
4		637						
5	284	637	2194	0.129	283	0.1	1.883	A
6	0	916	1727	0.000	0	0.0	0.000	A
7	489	328	2922	0.167	489	0.2	1.479	A
8		404						

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	538	483	2405	0.224	538	0.3	1.928	A
2	723	353	2153	0.336	722	0.5	2.516	A
3		986						
4		762						
5	339	762	2070	0.164	339	0.2	2.079	A
6	0	1096	1594	0.000	0	0.0	0.000	A
7	584	393	2847	0.205	584	0.3	1.590	A
8		483						

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	660	591	2291	0.288	659	0.4	2.205	A
2	885	432	2081	0.425	884	0.7	3.005	A
3		1207						
4		933						
5	415	933	1900	0.218	415	0.3	2.423	A
6	0	1342	1413	0.000	0	0.0	0.000	A
7	716	481	2744	0.261	715	0.4	1.773	A
8		591						

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	660	591	2291	0.288	660	0.4	2.206	A
2	885	433	2080	0.426	885	0.7	3.011	A
3		1208						
4		934						
5	415	934	1899	0.219	415	0.3	2.424	A
6	0	1343	1412	0.000	0	0.0	0.000	A
7	716	481	2743	0.261	716	0.4	1.774	A
8		591						

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	538	483	2404	0.224	539	0.3	1.930	A
2	723	354	2153	0.336	724	0.5	2.522	A
3		987						
4		763						
5	339	763	2069	0.164	339	0.2	2.083	A
6	0	1098	1593	0.000	0	0.0	0.000	A
7	584	393	2846	0.205	585	0.3	1.591	A
8		483						

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	451	404	2487	0.181	451	0.2	1.768	A
2	605	296	2206	0.274	606	0.4	2.252	A
3		826						
4		639						
5	284	639	2192	0.129	284	0.1	1.888	A
6	0	919	1724	0.000	0	0.0	0.000	A
7	489	329	2921	0.168	490	0.2	1.480	A
8		404						

2036 Assessment, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A55 Faenol Interchange	Large Roundabout		1, 2, 3, 4, 5, 6, 7, 8	3.14	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Entry-to-exit separation (m)
1	611	80.00
2	473	16.00
3	1164	0.00
4	822	0.00
5	822	80.00
6	1115	0.00
7	454	45.00
8	611	80.00

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D11	2036 Assessment	AM	ONE HOUR	07:30	09:00	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	561	100.000
2		✓	900	100.000
3				
4				
5		✓	283	100.000
6		✓	8	100.000
7		✓	1031	100.000
8				

Origin-Destination Data

Demand (PCU/hr)

		To							
		1	2	3	4	5	6	7	8
From	1	0	410	32	4	0	1	114	0
	2	0	0	18	35	0	4	325	518
	3	0	0	0	0	0	0	0	0
	4	0	0	0	0	0	0	0	0
	5	0	3	10	3	0	2	259	6
	6	0	0	0	2	0	0	3	3
	7	0	294	35	469	0	1	0	232
	8	0	0	0	0	0	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To							
		1	2	3	4	5	6	7	8
From	1	0	0	0	0	0	0	0	0
	2	0	0	0	0	0	0	0	0
	3	0	0	0	0	0	0	0	0
	4	0	0	0	0	0	0	0	0
	5	0	0	0	0	0	0	0	0
	6	0	0	0	0	0	0	0	0
	7	0	0	0	0	0	0	0	0
	8	0	0	0	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.31	2.67	0.5	A
2	0.55	4.45	1.2	A
3				
4				
5	0.18	2.46	0.2	A
6	0.01	2.59	0.0	A
7	0.44	2.45	0.8	A
8				

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	422	614	2267	0.186	421	0.2	1.949	A
2	678	504	2015	0.336	676	0.5	2.685	A
3		1108						
4		723						
5	213	723	2109	0.101	213	0.1	1.897	A
6	6	930	1717	0.004	6	0.0	2.103	A
7	776	409	2827	0.275	775	0.4	1.754	A
8		614						

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	504	734	2141	0.236	504	0.3	2.199	A
2	809	603	1924	0.420	808	0.7	3.220	A
3		1326						
4		865						
5	254	865	1968	0.129	254	0.1	2.100	A
6	7	1112	1582	0.005	7	0.0	2.285	A
7	927	489	2734	0.339	926	0.5	1.992	A
8		734						

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	618	899	1968	0.314	617	0.5	2.662	A
2	991	738	1801	0.550	989	1.2	4.424	A
3		1623						
4		1058						
5	312	1058	1776	0.175	311	0.2	2.458	A
6	9	1361	1399	0.006	9	0.0	2.589	A
7	1135	599	2606	0.436	1134	0.8	2.444	A
8		899						

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	618	900	1968	0.314	618	0.5	2.666	A
2	991	739	1800	0.551	991	1.2	4.449	A
3		1625						
4		1060						
5	312	1060	1774	0.176	312	0.2	2.461	A
6	9	1363	1397	0.006	9	0.0	2.592	A
7	1135	600	2605	0.436	1135	0.8	2.449	A
8		900						

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	504	735	2140	0.236	505	0.3	2.202	A
2	809	604	1924	0.421	811	0.7	3.240	A
3		1329						
4		868						
5	254	868	1965	0.129	255	0.1	2.106	A
6	7	1115	1580	0.005	7	0.0	2.288	A
7	927	491	2732	0.339	928	0.5	1.996	A
8		735						

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	422	616	2265	0.186	423	0.2	1.953	A
2	678	506	2014	0.336	678	0.5	2.697	A
3		1112						
4		726						
5	213	726	2106	0.101	213	0.1	1.904	A
6	6	933	1714	0.004	6	0.0	2.107	A
7	776	411	2825	0.275	777	0.4	1.756	A
8		616						

2036 Assessment, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A55 Faenol Interchange	Large Roundabout		1, 2, 3, 4, 5, 6, 7, 8	2.48	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Entry-to-exit separation (m)
1	611	80.00
2	473	16.00
3	1164	0.00
4	822	0.00
5	822	80.00
6	1115	0.00
7	454	45.00
8	611	80.00

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D12	2036 Assessment	PM	ONE HOUR	16:15	17:45	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	621	100.000
2		✓	837	100.000
3				
4				
5		✓	391	100.000
6		✓	4	100.000
7		✓	675	100.000
8				

Origin-Destination Data

Demand (PCU/hr)

		To							
		1	2	3	4	5	6	7	8
From	1	0	481	31	9	0	0	100	0
	2	0	0	28	29	0	3	339	438
	3	0	0	0	0	0	0	0	0
	4	0	0	0	0	0	0	0	0
	5	0	2	12	3	0	1	373	0
	6	0	1	0	1	0	0	1	1
	7	0	290	32	217	0	1	0	135
	8	0	0	0	0	0	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To							
		1	2	3	4	5	6	7	8
From	1	0	0	0	0	0	0	0	0
	2	0	0	0	0	0	0	0	0
	3	0	0	0	0	0	0	0	0
	4	0	0	0	0	0	0	0	0
	5	0	0	0	0	0	0	0	0
	6	0	0	0	0	0	0	0	0
	7	0	0	0	0	0	0	0	0
	8	0	0	0	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.30	2.27	0.4	A
2	0.45	3.14	0.8	A
3				
4				
5	0.23	2.51	0.3	A
6	0.00	0.00	0.0	A
7	0.27	1.82	0.4	A
8				

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	468	419	2472	0.189	467	0.2	1.795	A
2	630	304	2198	0.287	629	0.4	2.292	A
3		856						
4		662						
5	294	662	2170	0.136	294	0.2	1.918	A
6	0	952	1701	0.000	0	0.0	0.000	A
7	508	342	2906	0.175	507	0.2	1.500	A
8		419						

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	558	501	2386	0.234	558	0.3	1.969	A
2	752	364	2143	0.351	752	0.5	2.585	A
3		1023						
4		791						
5	352	791	2041	0.172	351	0.2	2.130	A
6	0	1138	1563	0.000	0	0.0	0.000	A
7	607	409	2828	0.215	607	0.3	1.620	A
8		501						

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	684	613	2268	0.301	683	0.4	2.271	A
2	922	446	2068	0.446	921	0.8	3.133	A
3		1253						
4		969						
5	430	969	1864	0.231	430	0.3	2.510	A
6	0	1394	1375	0.000	0	0.0	0.000	A
7	743	500	2721	0.273	743	0.4	1.819	A
8		613						

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	684	613	2268	0.302	684	0.4	2.272	A
2	922	446	2068	0.446	922	0.8	3.138	A
3		1254						
4		970						
5	430	970	1863	0.231	430	0.3	2.512	A
6	0	1395	1374	0.000	0	0.0	0.000	A
7	743	501	2720	0.273	743	0.4	1.819	A
8		613						

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	558	501	2385	0.234	559	0.3	1.971	A
2	752	364	2143	0.351	753	0.5	2.594	A
3		1025						
4		793						
5	352	793	2039	0.172	352	0.2	2.133	A
6	0	1140	1561	0.000	0	0.0	0.000	A
7	607	410	2827	0.215	607	0.3	1.621	A
8		501						

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	468	420	2471	0.189	468	0.2	1.796	A
2	630	305	2197	0.287	631	0.4	2.300	A
3		858						
4		664						
5	294	664	2168	0.136	295	0.2	1.921	A
6	0	955	1698	0.000	0	0.0	0.000	A
7	508	343	2905	0.175	508	0.2	1.501	A
8		420						

S|C|P

APPENDIX H

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.2.1013
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Filename: St George Road_Bridge Street.j9
Path: C:\Users\Junctions shared\Desktop\Craig\Abergele
Report generation date: 28/09/2026 09:59:51

»2026 Baseline, AM
»2026 Baseline, PM
»2031 Baseline, AM
»2031 Baseline, PM
»2036 Baseline, AM
»2036 Baseline, PM
»2026 Assessment, AM
»2026 Assessment, PM
»2031 Assessment, AM
»2031 Assessment, PM
»2036 Assessment, AM
»2036 Assessment, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2026 Baseline									
Stream B-C	D1	0.3	11.30	0.21	B	D2	0.2	8.41	0.16	A
Stream B-A		1.1	20.30	0.54	C		0.4	14.34	0.27	B
Stream C-AB		0.2	4.83	0.11	A		0.5	6.02	0.23	A
	2031 Baseline									
Stream B-C	D3	0.3	12.08	0.23	B	D4	0.2	8.64	0.17	A
Stream B-A		1.3	22.33	0.57	C		0.4	15.09	0.28	C
Stream C-AB		0.3	4.79	0.12	A		0.5	6.05	0.25	A
	2036 Baseline									
Stream B-C	D5	0.3	12.78	0.24	B	D6	0.2	8.81	0.18	A
Stream B-A		1.4	24.12	0.59	C		0.4	15.68	0.29	C
Stream C-AB		0.3	4.76	0.12	A		0.6	6.09	0.26	A
	2026 Assessment									
Stream B-C	D7	0.5	16.12	0.32	C	D8	0.2	9.41	0.19	A
Stream B-A		2.0	29.68	0.68	D		0.5	16.72	0.36	C
Stream C-AB		0.3	4.90	0.13	A		0.6	6.45	0.28	A
	2031 Assessment									
Stream B-C	D9	0.5	18.62	0.36	C	D10	0.3	9.71	0.21	A
Stream B-A		2.4	34.57	0.71	D		0.6	17.74	0.37	C
Stream C-AB		0.3	4.86	0.14	A		0.7	6.54	0.29	A
	2036 Assessment									
Stream B-C	D11	0.6	21.32	0.40	C	D12	0.3	9.95	0.21	A
Stream B-A		2.7	39.35	0.75	E		0.6	18.54	0.39	C
Stream C-AB		0.3	4.83	0.14	A		0.7	6.57	0.30	A

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

File summary

File Description

Title	St George Road_Bridge Street
Location	
Site number	
Date	28/09/2026
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	SCP-RD-Junction\Junctions shared
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2026 Baseline	AM	ONE HOUR	07:30	09:00	15
D2	2026 Baseline	PM	ONE HOUR	16:15	17:45	15
D3	2031 Baseline	AM	ONE HOUR	07:30	09:00	15
D4	2031 Baseline	PM	ONE HOUR	16:15	17:45	15
D5	2036 Baseline	AM	ONE HOUR	07:30	09:00	15
D6	2036 Baseline	PM	ONE HOUR	16:15	17:45	15
D7	2026 Assessment	AM	ONE HOUR	07:30	09:00	15
D8	2026 Assessment	PM	ONE HOUR	16:15	17:45	15
D9	2031 Assessment	AM	ONE HOUR	07:30	09:00	15
D10	2031 Assessment	PM	ONE HOUR	16:15	17:45	15
D11	2036 Assessment	AM	ONE HOUR	07:30	09:00	15
D12	2036 Assessment	PM	ONE HOUR	16:15	17:45	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2026 Baseline, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	St George Road_Bridge Street	T-Junction	Two-way		4.77	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Bridge Street (East)		Major
B	St George Road		Minor
C	Bridge Street (West)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	6.70			125.0	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B	One lane plus flare	10.00	6.00	4.50	3.50	2.75	✓	1.00	35	20

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	555	0.098	0.248	0.156	0.354
B-C	618	0.092	0.232	-	-
C-B	646	0.243	0.243	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2026 Baseline	AM	ONE HOUR	07:30	09:00	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	331	100.000
B		✓	263	100.000
C		✓	456	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	57	274
	B	185	0	78
	C	415	41	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.21	11.30	0.3	B
B-A	0.54	20.30	1.1	C
C-AB	0.11	4.83	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	59	507	0.116	58	0.1	8.020	A
B-A	139	439	0.318	137	0.5	11.885	B
C-AB	51	797	0.064	50	0.1	4.824	A
C-A	293			293			
A-B	43			43			
A-C	206			206			

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	70	471	0.149	70	0.2	8.970	A
B-A	166	415	0.401	166	0.7	14.389	B
C-AB	67	828	0.081	67	0.2	4.732	A
C-A	343			343			
A-B	51			51			
A-C	246			246			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	86	407	0.211	86	0.3	11.190	B
B-A	204	381	0.535	202	1.1	19.921	C
C-AB	95	873	0.109	95	0.2	4.628	A
C-A	407			407			
A-B	63			63			
A-C	302			302			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	86	405	0.212	86	0.3	11.295	B
B-A	204	381	0.535	204	1.1	20.296	C
C-AB	95	874	0.109	95	0.2	4.630	A
C-A	407			407			
A-B	63			63			
A-C	302			302			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	70	469	0.150	70	0.2	9.051	A
B-A	166	415	0.401	168	0.7	14.690	B
C-AB	67	829	0.081	68	0.2	4.739	A
C-A	342			342			
A-B	51			51			
A-C	246			246			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	59	505	0.116	59	0.1	8.080	A
B-A	139	439	0.318	140	0.5	12.096	B
C-AB	51	797	0.064	51	0.1	4.831	A
C-A	292			292			
A-B	43			43			
A-C	206			206			

2026 Baseline, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	St George Road_Bridge Street	T-Junction	Two-way		2.70	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2026 Baseline	PM	ONE HOUR	16:15	17:45	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	435	100.000
B		✓	157	100.000
C		✓	410	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	111	324
	B	83	0	74
	C	321	89	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.16	8.41	0.2	A
B-A	0.27	14.34	0.4	B
C-AB	0.23	6.02	0.5	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	56	563	0.099	55	0.1	7.078	A
B-A	62	401	0.156	62	0.2	10.586	B
C-AB	100	732	0.137	99	0.2	5.680	A
C-A	209			209			
A-B	84			84			
A-C	244			244			

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	67	542	0.123	66	0.1	7.564	A
B-A	75	377	0.198	74	0.2	11.900	B
C-AB	130	752	0.173	130	0.3	5.795	A
C-A	238			238			
A-B	100			100			
A-C	291			291			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	81	510	0.160	81	0.2	8.394	A
B-A	91	342	0.267	91	0.4	14.284	B
C-AB	180	780	0.231	179	0.5	6.002	A
C-A	271			271			
A-B	122			122			
A-C	357			357			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	81	510	0.160	81	0.2	8.409	A
B-A	91	342	0.267	91	0.4	14.337	B
C-AB	180	780	0.231	180	0.5	6.017	A
C-A	271			271			
A-B	122			122			
A-C	357			357			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	67	542	0.123	67	0.1	7.583	A
B-A	75	377	0.198	75	0.3	11.960	B
C-AB	131	752	0.174	131	0.3	5.813	A
C-A	238			238			
A-B	100			100			
A-C	291			291			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	56	563	0.099	56	0.1	7.106	A
B-A	62	401	0.156	63	0.2	10.654	B
C-AB	100	733	0.137	101	0.2	5.704	A
C-A	208			208			
A-B	84			84			
A-C	244			244			

2031 Baseline, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	St George Road_Bridge Street	T-Junction	Two-way		5.11	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2031 Baseline	AM	ONE HOUR	07:30	09:00	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	348	100.000
B		✓	271	100.000
C		✓	483	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	58	290
	B	190	0	81
	C	440	43	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.23	12.08	0.3	B
B-A	0.57	22.33	1.3	C
C-AB	0.12	4.79	0.3	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	61	501	0.122	60	0.1	8.169	A
B-A	143	432	0.331	141	0.5	12.315	B
C-AB	55	807	0.068	54	0.1	4.786	A
C-A	309			309			
A-B	44			44			
A-C	218			218			

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	73	462	0.158	73	0.2	9.245	A
B-A	171	406	0.420	170	0.7	15.164	C
C-AB	73	841	0.087	73	0.2	4.693	A
C-A	361			361			
A-B	52			52			
A-C	261			261			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	89	390	0.229	89	0.3	11.933	B
B-A	209	370	0.565	207	1.2	21.797	C
C-AB	104	889	0.118	104	0.3	4.591	A
C-A	427			427			
A-B	64			64			
A-C	319			319			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	89	387	0.230	89	0.3	12.082	B
B-A	209	370	0.565	209	1.3	22.328	C
C-AB	105	889	0.118	105	0.3	4.596	A
C-A	427			427			
A-B	64			64			
A-C	319			319			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	73	459	0.159	73	0.2	9.349	A
B-A	171	406	0.420	173	0.7	15.553	C
C-AB	73	841	0.087	74	0.2	4.700	A
C-A	361			361			
A-B	52			52			
A-C	261			261			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	61	498	0.122	61	0.1	8.240	A
B-A	143	432	0.331	144	0.5	12.564	B
C-AB	55	807	0.068	55	0.1	4.795	A
C-A	308			308			
A-B	44			44			
A-C	218			218			

2031 Baseline, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	St George Road_Bridge Street	T-Junction	Two-way		2.77	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2031 Baseline	PM	ONE HOUR	16:15	17:45	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	457	100.000
B		✓	162	100.000
C		✓	432	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	113	344
	B	85	0	77
	C	340	92	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.17	8.64	0.2	A
B-A	0.28	15.09	0.4	C
C-AB	0.25	6.05	0.5	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	58	559	0.104	58	0.1	7.169	A
B-A	64	394	0.162	63	0.2	10.859	B
C-AB	106	739	0.143	105	0.2	5.677	A
C-A	219			219			
A-B	85			85			
A-C	259			259			

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	69	537	0.129	69	0.1	7.699	A
B-A	76	368	0.208	76	0.3	12.315	B
C-AB	139	760	0.183	138	0.3	5.802	A
C-A	249			249			
A-B	102			102			
A-C	309			309			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	85	502	0.169	85	0.2	8.622	A
B-A	94	332	0.282	93	0.4	15.026	C
C-AB	193	790	0.245	193	0.5	6.036	A
C-A	282			282			
A-B	124			124			
A-C	379			379			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	85	501	0.169	85	0.2	8.641	A
B-A	94	332	0.282	94	0.4	15.090	C
C-AB	194	790	0.245	194	0.5	6.050	A
C-A	282			282			
A-B	124			124			
A-C	379			379			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	69	536	0.129	69	0.1	7.721	A
B-A	76	368	0.208	77	0.3	12.383	B
C-AB	139	760	0.183	140	0.4	5.822	A
C-A	249			249			
A-B	102			102			
A-C	309			309			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	58	558	0.104	58	0.1	7.198	A
B-A	64	394	0.163	64	0.2	10.935	B
C-AB	106	739	0.144	107	0.3	5.702	A
C-A	219			219			
A-B	85			85			
A-C	259			259			

2036 Baseline, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	St George Road_Bridge Street	T-Junction	Two-way		5.39	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2036 Baseline	AM	ONE HOUR	07:30	09:00	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	362	100.000
B		✓	276	100.000
C		✓	503	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	59	303
	B	194	0	82
	C	459	44	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.24	12.78	0.3	B
B-A	0.59	24.12	1.4	C
C-AB	0.12	4.76	0.3	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	62	495	0.125	61	0.1	8.285	A
B-A	146	427	0.342	144	0.5	12.648	B
C-AB	58	814	0.071	57	0.1	4.751	A
C-A	321			321			
A-B	44			44			
A-C	228			228			

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	74	454	0.163	74	0.2	9.466	A
B-A	174	400	0.436	173	0.7	15.790	C
C-AB	77	850	0.091	77	0.2	4.660	A
C-A	375			375			
A-B	53			53			
A-C	272			272			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	90	376	0.240	90	0.3	12.579	B
B-A	214	362	0.589	211	1.4	23.421	C
C-AB	111	901	0.123	110	0.3	4.559	A
C-A	443			443			
A-B	65			65			
A-C	334			334			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	90	372	0.243	90	0.3	12.778	B
B-A	214	362	0.590	213	1.4	24.117	C
C-AB	111	901	0.123	111	0.3	4.563	A
C-A	443			443			
A-B	65			65			
A-C	334			334			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	74	450	0.164	74	0.2	9.590	A
B-A	174	400	0.436	177	0.8	16.268	C
C-AB	77	850	0.091	78	0.2	4.667	A
C-A	375			375			
A-B	53			53			
A-C	272			272			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	62	493	0.125	62	0.1	8.362	A
B-A	146	427	0.342	147	0.5	12.928	B
C-AB	58	815	0.071	58	0.1	4.761	A
C-A	321			321			
A-B	44			44			
A-C	228			228			

2036 Baseline, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	St George Road_Bridge Street	T-Junction	Two-way		2.83	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2036 Baseline	PM	ONE HOUR	16:15	17:45	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	472	100.000
B		✓	165	100.000
C		✓	450	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	114	358
	B	86	0	79
	C	355	95	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.18	8.81	0.2	A
B-A	0.29	15.68	0.4	C
C-AB	0.26	6.09	0.6	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	59	557	0.107	59	0.1	7.229	A
B-A	65	389	0.167	64	0.2	11.065	B
C-AB	112	744	0.150	111	0.3	5.679	A
C-A	227			227			
A-B	86			86			
A-C	270			270			

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	71	533	0.133	71	0.2	7.788	A
B-A	77	362	0.214	77	0.3	12.630	B
C-AB	147	766	0.192	146	0.4	5.812	A
C-A	258			258			
A-B	102			102			
A-C	322			322			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	87	496	0.175	87	0.2	8.785	A
B-A	95	324	0.292	94	0.4	15.599	C
C-AB	206	799	0.258	205	0.6	6.075	A
C-A	290			290			
A-B	126			126			
A-C	394			394			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	87	496	0.175	87	0.2	8.806	A
B-A	95	324	0.292	95	0.4	15.678	C
C-AB	206	799	0.258	206	0.6	6.091	A
C-A	289			289			
A-B	126			126			
A-C	394			394			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	71	532	0.133	71	0.2	7.815	A
B-A	77	362	0.214	78	0.3	12.711	B
C-AB	147	767	0.192	148	0.4	5.834	A
C-A	257			257			
A-B	102			102			
A-C	322			322			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	59	556	0.107	60	0.1	7.260	A
B-A	65	388	0.167	65	0.2	11.147	B
C-AB	112	745	0.151	113	0.3	5.707	A
C-A	227			227			
A-B	86			86			
A-C	270			270			

2026 Assessment, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	St George Road_Bridge Street	T-Junction	Two-way		7.71	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D7	2026 Assessment	AM	ONE HOUR	07:30	09:00	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	346	100.000
B		✓	323	100.000
C		✓	462	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	72	274
	B	227	0	96
	C	415	47	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.32	16.12	0.5	C
B-A	0.68	29.68	2.0	D
C-AB	0.13	4.90	0.3	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	72	483	0.150	72	0.2	8.736	A
B-A	171	434	0.393	168	0.6	13.413	B
C-AB	58	794	0.073	58	0.1	4.887	A
C-A	289			289			
A-B	54			54			
A-C	206			206			

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	86	432	0.200	86	0.2	10.383	B
B-A	204	409	0.499	203	1.0	17.367	C
C-AB	77	826	0.094	77	0.2	4.811	A
C-A	338			338			
A-B	65			65			
A-C	246			246			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	106	335	0.315	105	0.4	15.585	C
B-A	250	370	0.675	246	1.9	28.143	D
C-AB	109	870	0.126	109	0.3	4.732	A
C-A	399			399			
A-B	79			79			
A-C	302			302			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	106	329	0.321	106	0.5	16.121	C
B-A	250	370	0.675	250	2.0	29.683	D
C-AB	110	871	0.126	110	0.3	4.738	A
C-A	399			399			
A-B	79			79			
A-C	302			302			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	86	426	0.202	87	0.3	10.641	B
B-A	204	408	0.500	208	1.0	18.262	C
C-AB	78	826	0.094	78	0.2	4.818	A
C-A	338			338			
A-B	65			65			
A-C	246			246			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	72	479	0.151	73	0.2	8.857	A
B-A	171	434	0.394	172	0.7	13.824	B
C-AB	59	795	0.074	59	0.1	4.899	A
C-A	289			289			
A-B	54			54			
A-C	206			206			

2026 Assessment, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	St George Road_Bridge Street	T-Junction	Two-way		3.43	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D8	2026 Assessment	PM	ONE HOUR	16:15	17:45	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	473	100.000
B		✓	193	100.000
C		✓	425	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	149	324
	B	109	0	84
	C	321	104	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.19	9.41	0.2	A
B-A	0.36	16.72	0.5	C
C-AB	0.28	6.45	0.6	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	63	544	0.116	63	0.1	7.467	A
B-A	82	399	0.206	81	0.3	11.286	B
C-AB	117	726	0.162	116	0.3	5.896	A
C-A	203			203			
A-B	112			112			
A-C	244			244			

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	76	518	0.146	75	0.2	8.125	A
B-A	98	373	0.263	98	0.4	13.075	B
C-AB	153	745	0.206	153	0.4	6.087	A
C-A	229			229			
A-B	134			134			
A-C	291			291			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	92	476	0.194	92	0.2	9.372	A
B-A	120	335	0.358	119	0.5	16.601	C
C-AB	212	772	0.275	211	0.6	6.434	A
C-A	256			256			
A-B	164			164			
A-C	357			357			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	92	475	0.195	92	0.2	9.406	A
B-A	120	335	0.358	120	0.5	16.723	C
C-AB	213	772	0.275	213	0.6	6.453	A
C-A	255			255			
A-B	164			164			
A-C	357			357			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	76	517	0.146	76	0.2	8.160	A
B-A	98	372	0.263	99	0.4	13.190	B
C-AB	154	745	0.206	154	0.4	6.111	A
C-A	229			229			
A-B	134			134			
A-C	291			291			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	63	543	0.116	63	0.1	7.503	A
B-A	82	399	0.206	82	0.3	11.397	B
C-AB	118	727	0.162	118	0.3	5.928	A
C-A	202			202			
A-B	112			112			
A-C	244			244			

2031 Assessment, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	St George Road_Bridge Street	T-Junction	Two-way		8.74	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D9	2031 Assessment	AM	ONE HOUR	07:30	09:00	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	364	100.000
B		✓	331	100.000
C		✓	489	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	74	290
	B	233	0	98
	C	440	49	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.36	18.62	0.5	C
B-A	0.71	34.57	2.4	D
C-AB	0.14	4.86	0.3	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	74	475	0.155	73	0.2	8.948	A
B-A	175	428	0.410	173	0.7	13.980	B
C-AB	63	804	0.078	62	0.1	4.849	A
C-A	305			305			
A-B	56			56			
A-C	218			218			

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	88	419	0.210	88	0.3	10.855	B
B-A	209	400	0.523	208	1.1	18.559	C
C-AB	84	838	0.100	83	0.2	4.775	A
C-A	356			356			
A-B	67			67			
A-C	261			261			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	108	309	0.349	107	0.5	17.678	C
B-A	257	359	0.714	252	2.2	32.108	D
C-AB	120	886	0.135	119	0.3	4.701	A
C-A	419			419			
A-B	81			81			
A-C	319			319			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	108	301	0.358	108	0.5	18.615	C
B-A	257	359	0.715	256	2.4	34.575	D
C-AB	120	886	0.135	120	0.3	4.706	A
C-A	419			419			
A-B	81			81			
A-C	319			319			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	88	411	0.214	89	0.3	11.226	B
B-A	209	400	0.524	214	1.1	19.844	C
C-AB	84	838	0.100	84	0.2	4.782	A
C-A	356			356			
A-B	67			67			
A-C	261			261			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	74	470	0.157	74	0.2	9.090	A
B-A	175	427	0.410	177	0.7	14.476	B
C-AB	63	805	0.078	63	0.1	4.860	A
C-A	305			305			
A-B	56			56			
A-C	218			218			

2031 Assessment, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	St George Road_Bridge Street	T-Junction	Two-way		3.53	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D10	2031 Assessment	PM	ONE HOUR	16:15	17:45	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	495	100.000
B		✓	197	100.000
C		✓	448	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	151	344
	B	110	0	87
	C	340	108	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.21	9.71	0.3	A
B-A	0.37	17.74	0.6	C
C-AB	0.29	6.54	0.7	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	65	541	0.121	65	0.1	7.560	A
B-A	83	391	0.212	82	0.3	11.594	B
C-AB	125	733	0.171	124	0.3	5.908	A
C-A	212			212			
A-B	114			114			
A-C	259			259			

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	78	513	0.152	78	0.2	8.276	A
B-A	99	363	0.272	98	0.4	13.568	B
C-AB	164	753	0.218	164	0.4	6.115	A
C-A	239			239			
A-B	136			136			
A-C	309			309			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	96	467	0.205	95	0.3	9.670	A
B-A	121	324	0.374	120	0.6	17.582	C
C-AB	229	782	0.293	228	0.7	6.513	A
C-A	264			264			
A-B	166			166			
A-C	379			379			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	96	466	0.205	96	0.3	9.711	A
B-A	121	324	0.374	121	0.6	17.736	C
C-AB	230	782	0.293	230	0.7	6.537	A
C-A	264			264			
A-B	166			166			
A-C	379			379			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	78	512	0.153	79	0.2	8.314	A
B-A	99	363	0.272	100	0.4	13.706	B
C-AB	165	753	0.218	165	0.4	6.146	A
C-A	238			238			
A-B	136			136			
A-C	309			309			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	65	540	0.121	66	0.1	7.602	A
B-A	83	391	0.212	83	0.3	11.715	B
C-AB	126	733	0.171	126	0.3	5.942	A
C-A	212			212			
A-B	114			114			
A-C	259			259			

2036 Assessment, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	St George Road_Bridge Street	T-Junction	Two-way		9.76	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D11	2036 Assessment	AM	ONE HOUR	07:30	09:00	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	378	100.000
B		✓	337	100.000
C		✓	509	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	75	303
	B	237	0	100
	C	459	50	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.40	21.32	0.6	C
B-A	0.75	39.35	2.7	E
C-AB	0.14	4.83	0.3	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	75	468	0.161	75	0.2	9.120	A
B-A	178	422	0.423	176	0.7	14.435	B
C-AB	66	812	0.081	65	0.1	4.818	A
C-A	318			318			
A-B	56			56			
A-C	228			228			

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	90	409	0.220	90	0.3	11.260	B
B-A	213	394	0.541	211	1.1	19.554	C
C-AB	88	847	0.104	88	0.2	4.741	A
C-A	370			370			
A-B	67			67			
A-C	272			272			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	110	289	0.381	109	0.6	19.808	C
B-A	261	351	0.744	255	2.5	35.755	E
C-AB	127	898	0.141	126	0.3	4.671	A
C-A	434			434			
A-B	83			83			
A-C	334			334			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	110	279	0.395	110	0.6	21.315	C
B-A	261	350	0.745	260	2.7	39.346	E
C-AB	127	898	0.141	127	0.3	4.677	A
C-A	434			434			
A-B	83			83			
A-C	334			334			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	90	399	0.225	91	0.3	11.755	B
B-A	213	393	0.542	219	1.2	21.264	C
C-AB	88	848	0.104	89	0.2	4.750	A
C-A	369			369			
A-B	67			67			
A-C	272			272			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	75	464	0.162	76	0.2	9.285	A
B-A	178	422	0.423	180	0.8	15.005	C
C-AB	66	812	0.081	66	0.2	4.829	A
C-A	317			317			
A-B	56			56			
A-C	228			228			

2036 Assessment, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	St George Road_Bridge Street	T-Junction	Two-way		3.61	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D12	2036 Assessment	PM	ONE HOUR	16:15	17:45	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	510	100.000
B		✓	200	100.000
C		✓	465	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	152	358
	B	111	0	89
	C	355	110	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.21	9.95	0.3	A
B-A	0.39	18.54	0.6	C
C-AB	0.30	6.57	0.7	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	67	538	0.125	66	0.1	7.627	A
B-A	84	386	0.217	82	0.3	11.825	B
C-AB	130	738	0.176	129	0.3	5.899	A
C-A	220			220			
A-B	114			114			
A-C	270			270			

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	80	509	0.157	80	0.2	8.386	A
B-A	100	357	0.279	99	0.4	13.942	B
C-AB	171	760	0.225	171	0.4	6.121	A
C-A	247			247			
A-B	137			137			
A-C	322			322			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	98	461	0.213	98	0.3	9.905	A
B-A	122	316	0.386	121	0.6	18.355	C
C-AB	241	791	0.304	240	0.7	6.549	A
C-A	271			271			
A-B	167			167			
A-C	394			394			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	98	460	0.213	98	0.3	9.953	A
B-A	122	316	0.386	122	0.6	18.543	C
C-AB	241	791	0.305	241	0.7	6.570	A
C-A	271			271			
A-B	167			167			
A-C	394			394			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	80	508	0.158	80	0.2	8.431	A
B-A	100	357	0.280	101	0.4	14.097	B
C-AB	172	760	0.226	173	0.5	6.150	A
C-A	246			246			
A-B	137			137			
A-C	322			322			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	67	537	0.125	67	0.1	7.671	A
B-A	84	386	0.217	84	0.3	11.951	B
C-AB	130	739	0.177	131	0.3	5.938	A
C-A	220			220			
A-B	114			114			
A-C	270			270			

S|C|P

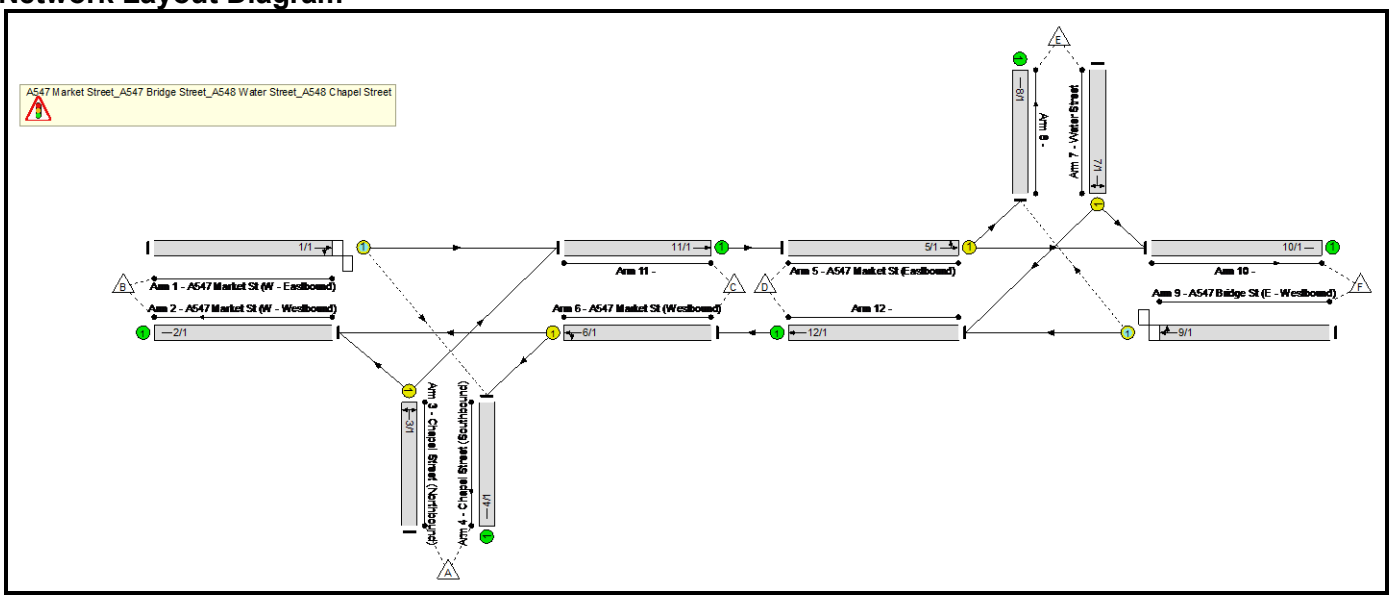
APPENDIX I

Full Input Data And Results

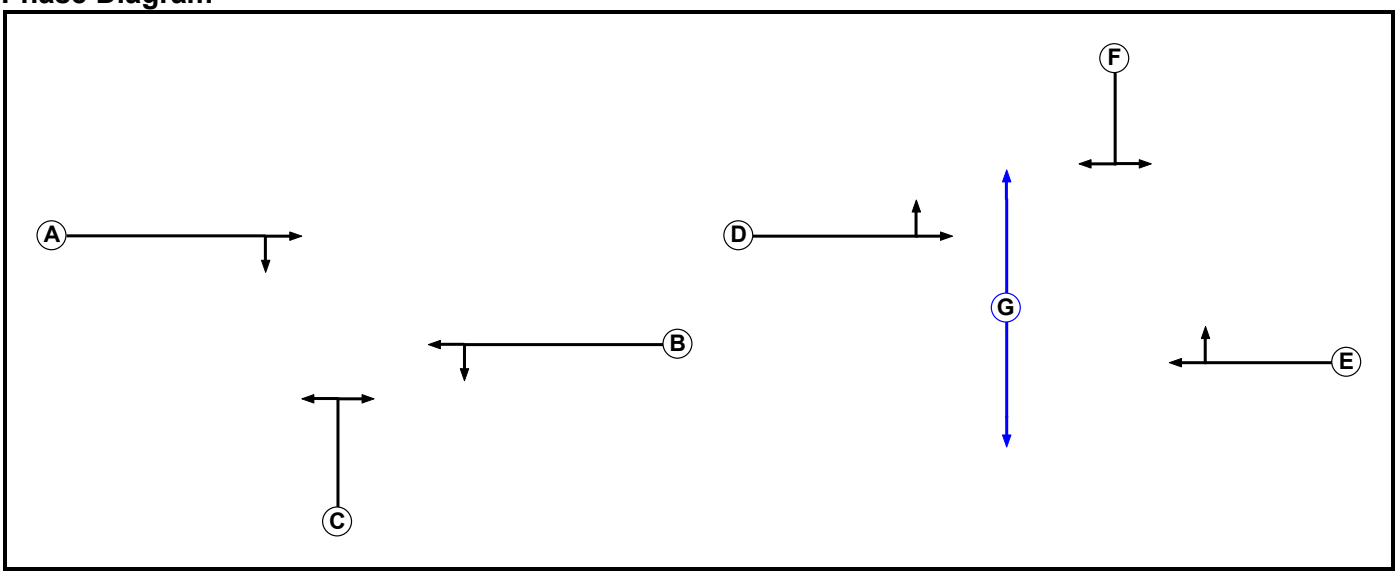
User and Project Details

Project:	
Title:	
Location:	
Additional detail:	
File name:	A547 Market Street_A547 Bridge Street_A548 Water Street_A548 Chapel Street.lsg3x
Author:	
Company:	
Address:	

Network Layout Diagram



Phase Diagram



Full Input Data And Results

Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7
E	Traffic		7	7
F	Traffic		7	7
G	Pedestrian		12	12

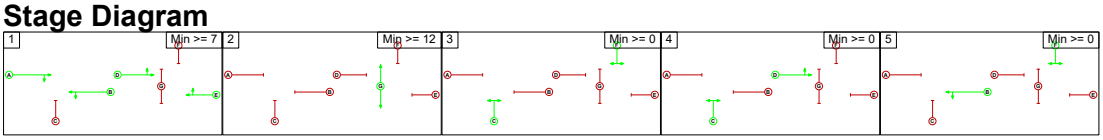
Phase Intergreens Matrix

Terminating Phase \ Starting Phase	A	B	C	D	E	F	G
A		-	5	-	-	-	10
B	-		5	-	-	-	10
C	8	8		-	-	-	10
D	-	-	-		-	7	7
E	-	-	-	-		5	8
F	-	-	-	7	7		9
G	10	10	10	10	10	8	

Phases in Stage

Stage No.	Phases in Stage
1	A B D E
2	G
3	C F
4	C D
5	B F

Stage Diagram



Full Input Data And Results

Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
1	3	A	Losing	5	5
1	4	A	Losing	5	5
2	1	G	Losing	1	1
2	3	F	Gaining absolute	9	9
4	1	E	Gaining absolute	6	6
4	3	D	Losing	4	4
4	5	D	Losing	5	5
5	1	A	Gaining absolute	10	10
5	4	B	Losing	5	5

Prohibited Stage Change

		To Stage				
		1	2	3	4	5
From Stage	1		10	10	10	7
	2	11		10	10	10
	3	8	10		7	8
	4	8	10	11		12
	5	10	10	5	10	

Full Input Data And Results

Give-Way Lane Input Data

Junction: A547 Market Street_A547 Bridge Street_A548 Water Street_A548 Chapel Street											
Lane	**Movement**	**Max Flow when Giving Way (PCU/Hr)**	**Min Flow when Giving Way (PCU/Hr)**	**Opposing Lane**	**Opp. Lane Coeff.**	**Opp. Mvmnts.**	**Right Turn Storage (PCU)**	**Non-Blocking Storage (PCU)**	**RTF**	**Right Turn Move up (s)**	**Max Turns in Intergreen (PCU)**
1/1 (A547 Market St (W - Eastbound))	4/1 (Right)	1439	0	6/1	1.09	All	2.00	1.00	0.50	2	2.00
9/1 (A547 Bridge St (E - Westbound))	8/1 (Right)	1439	0	5/1	1.09	All	2.00	1.00	0.50	2	2.00

Full Input Data And Results

Lane Input Data

Junction: A547 Market Street_A547 Bridge Street_A548 Water Street_A548 Chapel Street												
Lane	**Lane Type**	**Phases**	**Start Disp.**	**End Disp.**	**Physical Length (PCU)**	**Sat Flow Type**	**Def User Saturation Flow (PCU/Hr)**	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Turns**	**Turning Radius (m)**
1/1 (A547 Market St (W - Eastbound))	O	A	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 4 Right	15.00
											Arm 11 Ahead	Inf
2/1 (A547 Market St (W - Westbound))	U		2	3	60.0	Inf	-	-	-	-	-	-
3/1 (Chapel Street (Northbound))	U	C	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 2 Left	15.00
											Arm 11 Right	10.00
4/1 (Chapel Street (Southbound))	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1 (A547 Market St (Eastbound))	U	D	2	3	13.0	Geom	-	3.50	0.00	Y	Arm 8 Left	15.00
											Arm 10 Ahead	Inf
6/1 (A547 Market St (Westbound))	U	B	2	3	13.0	Geom	-	3.50	0.00	Y	Arm 2 Ahead	Inf
											Arm 4 Left	15.00
7/1 (Water Street)	U	F	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 10 Left	15.00
											Arm 12 Right	10.00
8/1	U		2	3	60.0	Inf	-	-	-	-	-	-
9/1 (A547 Bridge St (E - Westbound))	O	E	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 8 Right	10.00
											Arm 12 Ahead	Inf
10/1	U		2	3	60.0	Inf	-	-	-	-	-	-
11/1	U		2	3	60.0	Inf	-	-	-	-	-	-
12/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Full Input Data And Results

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2026 Baseline AM'	07:45	08:45	01:00	
2: '2026 Baseline PM'	16:30	17:30	01:00	
3: '2031 Baseline AM'	07:45	08:45	01:00	
4: '2031 Baseline PM'	16:30	17:30	01:00	
5: '2036 Baseline AM'	07:45	08:45	01:00	
6: '2036 Baseline PM'	16:30	17:30	01:00	
7: '2026 Assessment AM'	07:45	08:45	01:00	
8: '2026 Assessment PM'	16:30	17:30	01:00	
9: '2031 Assessment AM'	07:45	08:45	01:00	
10: '2031 Assessment PM'	16:30	17:30	01:00	
11: '2036 Assessment AM'	07:45	08:45	01:00	
12: '2036 Assessment PM'	16:30	17:30	01:00	

Scenario 1: '2026 Baseline AM' (FG1: '2026 Baseline AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	32	251	0	0	0	283
	B	37	0	244	0	0	0	281
	C	208	225	0	0	0	0	433
	D	0	0	0	0	125	366	491
	E	0	0	0	153	0	72	225
	F	0	0	0	292	66	0	358
	Tot.	245	257	495	445	191	438	2071

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 1: 2026 Baseline AM
Junction: A547 Market Street_A547 Bridge Street_A548 Water Street_A548 Chapel Street	
1/1	281
2/1	257
3/1	283
4/1	245
5/1	491
6/1	433
7/1	225
8/1	191
9/1	358
10/1	438
11/1	495
12/1	445

Full Input Data And Results

Lane Saturation Flows

Junction: A547 Market Street_A547 Bridge Street_A548 Water Street_A548 Chapel Street								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A547 Market St (W - Eastbound))	3.50	0.00	Y	Arm 4 Right	15.00	13.2 %	1939	1939
				Arm 11 Ahead	Inf	86.8 %		
2/1 (A547 Market St (W - Westbound) Lane 1)	Infinite Saturation Flow						Inf	Inf
3/1 (Chapel Street (Northbound))	3.25	0.00	Y	Arm 2 Left	15.00	11.3 %	1695	1695
				Arm 11 Right	10.00	88.7 %		
4/1 (Chapel Street (Southbound) Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (A547 Market St (Eastbound))	3.50	0.00	Y	Arm 8 Left	15.00	25.5 %	1916	1916
				Arm 10 Ahead	Inf	74.5 %		
6/1 (A547 Market St (Westbound))	3.50	0.00	Y	Arm 2 Ahead	Inf	52.0 %	1875	1875
				Arm 4 Left	15.00	48.0 %		
7/1 (Water Street)	3.25	0.00	Y	Arm 10 Left	15.00	32.0 %	1711	1711
				Arm 12 Right	10.00	68.0 %		
8/1	Infinite Saturation Flow						Inf	Inf
9/1 (A547 Bridge St (E - Westbound))	3.50	0.00	Y	Arm 8 Right	10.00	18.4 %	1912	1912
				Arm 12 Ahead	Inf	81.6 %		
10/1	Infinite Saturation Flow						Inf	Inf
11/1	Infinite Saturation Flow						Inf	Inf
12/1	Infinite Saturation Flow						Inf	Inf

Scenario 2: '2026 Baseline PM' (FG2: '2026 Baseline PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	43	197	0	0	0	240
	B	48	0	272	0	0	0	320
	C	220	308	0	0	0	0	528
	D	0	0	0	0	141	329	470
	E	0	0	0	181	0	68	249
	F	0	0	0	350	40	0	390
	Tot.	268	351	469	531	181	397	2197

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: 2026 Baseline PM
Junction: A547 Market Street_A547 Bridge Street_A548 Water Street_A548 Chapel Street	
1/1	320
2/1	351
3/1	240
4/1	268
5/1	470
6/1	528
7/1	249
8/1	181
9/1	390
10/1	397
11/1	469
12/1	531

Full Input Data And Results

Lane Saturation Flows

Junction: A547 Market Street_A547 Bridge Street_A548 Water Street_A548 Chapel Street								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A547 Market St (W - Eastbound))	3.50	0.00	Y	Arm 4 Right	15.00	15.0 %	1936	1936
				Arm 11 Ahead	Inf	85.0 %		
2/1 (A547 Market St (W - Westbound) Lane 1)	Infinite Saturation Flow						Inf	Inf
3/1 (Chapel Street (Northbound))	3.25	0.00	Y	Arm 2 Left	15.00	17.9 %	1700	1700
				Arm 11 Right	10.00	82.1 %		
4/1 (Chapel Street (Southbound) Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (A547 Market St (Eastbound))	3.50	0.00	Y	Arm 8 Left	15.00	30.0 %	1908	1908
				Arm 10 Ahead	Inf	70.0 %		
6/1 (A547 Market St (Westbound))	3.50	0.00	Y	Arm 2 Ahead	Inf	58.3 %	1886	1886
				Arm 4 Left	15.00	41.7 %		
7/1 (Water Street)	3.25	0.00	Y	Arm 10 Left	15.00	27.3 %	1707	1707
				Arm 12 Right	10.00	72.7 %		
8/1	Infinite Saturation Flow						Inf	Inf
9/1 (A547 Bridge St (E - Westbound))	3.50	0.00	Y	Arm 8 Right	10.00	10.3 %	1935	1935
				Arm 12 Ahead	Inf	89.7 %		
10/1	Infinite Saturation Flow						Inf	Inf
11/1	Infinite Saturation Flow						Inf	Inf
12/1	Infinite Saturation Flow						Inf	Inf

Scenario 3: '2031 Baseline AM' (FG3: '2031 Baseline AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	33	266	0	0	0	299
	B	40	0	258	0	0	0	298
	C	220	238	0	0	0	0	458
	D	0	0	0	0	132	388	520
	E	0	0	0	162	0	75	237
	F	0	0	0	308	68	0	376
	Tot.	260	271	524	470	200	463	2188

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 3: 2031 Baseline AM
Junction: A547 Market Street_A547 Bridge Street_A548 Water Street_A548 Chapel Street	
1/1	298
2/1	271
3/1	299
4/1	260
5/1	520
6/1	458
7/1	237
8/1	200
9/1	376
10/1	463
11/1	524
12/1	470

Full Input Data And Results

Lane Saturation Flows

Junction: A547 Market Street_A547 Bridge Street_A548 Water Street_A548 Chapel Street								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A547 Market St (W - Eastbound))	3.50	0.00	Y	Arm 4 Right	15.00	13.4 %	1939	1939
				Arm 11 Ahead	Inf	86.6 %		
2/1 (A547 Market St (W - Westbound) Lane 1)	Infinite Saturation Flow						Inf	Inf
3/1 (Chapel Street (Northbound))	3.25	0.00	Y	Arm 2 Left	15.00	11.0 %	1695	1695
				Arm 11 Right	10.00	89.0 %		
4/1 (Chapel Street (Southbound) Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (A547 Market St (Eastbound))	3.50	0.00	Y	Arm 8 Left	15.00	25.4 %	1916	1916
				Arm 10 Ahead	Inf	74.6 %		
6/1 (A547 Market St (Westbound))	3.50	0.00	Y	Arm 2 Ahead	Inf	52.0 %	1875	1875
				Arm 4 Left	15.00	48.0 %		
7/1 (Water Street)	3.25	0.00	Y	Arm 10 Left	15.00	31.6 %	1710	1710
				Arm 12 Right	10.00	68.4 %		
8/1	Infinite Saturation Flow						Inf	Inf
9/1 (A547 Bridge St (E - Westbound))	3.50	0.00	Y	Arm 8 Right	10.00	18.1 %	1913	1913
				Arm 12 Ahead	Inf	81.9 %		
10/1	Infinite Saturation Flow						Inf	Inf
11/1	Infinite Saturation Flow						Inf	Inf
12/1	Infinite Saturation Flow						Inf	Inf

Scenario 4: '2031 Baseline PM' (FG4: '2031 Baseline PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	45	209	0	0	0	254
	B	50	0	288	0	0	0	338
	C	232	326	0	0	0	0	558
	D	0	0	0	0	150	348	498
	E	0	0	0	192	0	70	262
	F	0	0	0	371	41	0	412
	Tot.	282	371	497	563	191	418	2322

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 4: 2031 Baseline PM
Junction: A547 Market Street_A547 Bridge Street_A548 Water Street_A548 Chapel Street	
1/1	338
2/1	371
3/1	254
4/1	282
5/1	498
6/1	558
7/1	262
8/1	191
9/1	412
10/1	418
11/1	497
12/1	563

Full Input Data And Results

Lane Saturation Flows

Junction: A547 Market Street_A547 Bridge Street_A548 Water Street_A548 Chapel Street								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A547 Market St (W - Eastbound))	3.50	0.00	Y	Arm 4 Right	15.00	14.8 %	1936	1936
				Arm 11 Ahead	Inf	85.2 %		
2/1 (A547 Market St (W - Westbound) Lane 1)	Infinite Saturation Flow						Inf	Inf
3/1 (Chapel Street (Northbound))	3.25	0.00	Y	Arm 2 Left	15.00	17.7 %	1700	1700
				Arm 11 Right	10.00	82.3 %		
4/1 (Chapel Street (Southbound) Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (A547 Market St (Eastbound))	3.50	0.00	Y	Arm 8 Left	15.00	30.1 %	1908	1908
				Arm 10 Ahead	Inf	69.9 %		
6/1 (A547 Market St (Westbound))	3.50	0.00	Y	Arm 2 Ahead	Inf	58.4 %	1887	1887
				Arm 4 Left	15.00	41.6 %		
7/1 (Water Street)	3.25	0.00	Y	Arm 10 Left	15.00	26.7 %	1707	1707
				Arm 12 Right	10.00	73.3 %		
8/1	Infinite Saturation Flow						Inf	Inf
9/1 (A547 Bridge St (E - Westbound))	3.50	0.00	Y	Arm 8 Right	10.00	10.0 %	1936	1936
				Arm 12 Ahead	Inf	90.0 %		
10/1	Infinite Saturation Flow						Inf	Inf
11/1	Infinite Saturation Flow						Inf	Inf
12/1	Infinite Saturation Flow						Inf	Inf

Scenario 5: '2036 Baseline AM' (FG5: '2036 Baseline AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	35	277	0	0	0	312
	B	41	0	269	0	0	0	310
	C	230	249	0	0	0	0	479
	D	0	0	0	0	138	405	543
	E	0	0	0	169	0	78	247
	F	0	0	0	322	69	0	391
	Tot.	271	284	546	491	207	483	2282

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 5: 2036 Baseline AM
Junction: A547 Market Street_A547 Bridge Street_A548 Water Street_A548 Chapel Street	
1/1	310
2/1	284
3/1	312
4/1	271
5/1	543
6/1	479
7/1	247
8/1	207
9/1	391
10/1	483
11/1	546
12/1	491

Full Input Data And Results

Lane Saturation Flows

Junction: A547 Market Street_A547 Bridge Street_A548 Water Street_A548 Chapel Street								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A547 Market St (W - Eastbound))	3.50	0.00	Y	Arm 4 Right	15.00	13.2 %	1939	1939
				Arm 11 Ahead	Inf	86.8 %		
2/1 (A547 Market St (W - Westbound) Lane 1)	Infinite Saturation Flow						Inf	Inf
3/1 (Chapel Street (Northbound))	3.25	0.00	Y	Arm 2 Left	15.00	11.2 %	1695	1695
				Arm 11 Right	10.00	88.8 %		
4/1 (Chapel Street (Southbound) Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (A547 Market St (Eastbound))	3.50	0.00	Y	Arm 8 Left	15.00	25.4 %	1916	1916
				Arm 10 Ahead	Inf	74.6 %		
6/1 (A547 Market St (Westbound))	3.50	0.00	Y	Arm 2 Ahead	Inf	52.0 %	1875	1875
				Arm 4 Left	15.00	48.0 %		
7/1 (Water Street)	3.25	0.00	Y	Arm 10 Left	15.00	31.6 %	1710	1710
				Arm 12 Right	10.00	68.4 %		
8/1	Infinite Saturation Flow						Inf	Inf
9/1 (A547 Bridge St (E - Westbound))	3.50	0.00	Y	Arm 8 Right	10.00	17.6 %	1914	1914
				Arm 12 Ahead	Inf	82.4 %		
10/1	Infinite Saturation Flow						Inf	Inf
11/1	Infinite Saturation Flow						Inf	Inf
12/1	Infinite Saturation Flow						Inf	Inf

Scenario 6: '2036 Baseline PM' (FG6: '2036 Baseline PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	47	217	0	0	0	264
	B	53	0	301	0	0	0	354
	C	242	340	0	0	0	0	582
	D	0	0	0	0	156	363	519
	E	0	0	0	200	0	72	272
	F	0	0	0	387	42	0	429
	Tot.	295	387	518	587	198	435	2420

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 6: 2036 Baseline PM
Junction: A547 Market Street_A547 Bridge Street_A548 Water Street_A548 Chapel Street	
1/1	354
2/1	387
3/1	264
4/1	295
5/1	519
6/1	582
7/1	272
8/1	198
9/1	429
10/1	435
11/1	518
12/1	587

Full Input Data And Results

Lane Saturation Flows

Junction: A547 Market Street_A547 Bridge Street_A548 Water Street_A548 Chapel Street								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A547 Market St (W - Eastbound))	3.50	0.00	Y	Arm 4 Right	15.00	15.0 %	1936	1936
				Arm 11 Ahead	Inf	85.0 %		
2/1 (A547 Market St (W - Westbound) Lane 1)	Infinite Saturation Flow						Inf	Inf
3/1 (Chapel Street (Northbound))	3.25	0.00	Y	Arm 2 Left	15.00	17.8 %	1700	1700
				Arm 11 Right	10.00	82.2 %		
4/1 (Chapel Street (Southbound) Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (A547 Market St (Eastbound))	3.50	0.00	Y	Arm 8 Left	15.00	30.1 %	1908	1908
				Arm 10 Ahead	Inf	69.9 %		
6/1 (A547 Market St (Westbound))	3.50	0.00	Y	Arm 2 Ahead	Inf	58.4 %	1887	1887
				Arm 4 Left	15.00	41.6 %		
7/1 (Water Street)	3.25	0.00	Y	Arm 10 Left	15.00	26.5 %	1707	1707
				Arm 12 Right	10.00	73.5 %		
8/1	Infinite Saturation Flow						Inf	Inf
9/1 (A547 Bridge St (E - Westbound))	3.50	0.00	Y	Arm 8 Right	10.00	9.8 %	1937	1937
				Arm 12 Ahead	Inf	90.2 %		
10/1	Infinite Saturation Flow						Inf	Inf
11/1	Infinite Saturation Flow						Inf	Inf
12/1	Infinite Saturation Flow						Inf	Inf

Scenario 7: '2026 Assessment AM' (FG7: '2026 Assessment AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	32	252	0	0	0	284
	B	37	0	244	0	0	0	281
	C	210	226	0	0	0	0	436
	D	0	0	0	0	125	367	492
	E	0	0	0	153	0	77	230
	F	0	0	0	295	80	0	375
	Tot.	247	258	496	448	205	444	2098

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 7: 2026 Assessment AM
Junction: A547 Market Street_A547 Bridge Street_A548 Water Street_A548 Chapel Street	
1/1	281
2/1	258
3/1	284
4/1	247
5/1	492
6/1	436
7/1	230
8/1	205
9/1	375
10/1	444
11/1	496
12/1	448

Full Input Data And Results

Lane Saturation Flows

Junction: A547 Market Street_A547 Bridge Street_A548 Water Street_A548 Chapel Street								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A547 Market St (W - Eastbound))	3.50	0.00	Y	Arm 4 Right	15.00	13.2 %	1939	1939
				Arm 11 Ahead	Inf	86.8 %		
2/1 (A547 Market St (W - Westbound) Lane 1)	Infinite Saturation Flow						Inf	Inf
3/1 (Chapel Street (Northbound))	3.25	0.00	Y	Arm 2 Left	15.00	11.3 %	1695	1695
				Arm 11 Right	10.00	88.7 %		
4/1 (Chapel Street (Southbound) Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (A547 Market St (Eastbound))	3.50	0.00	Y	Arm 8 Left	15.00	25.4 %	1916	1916
				Arm 10 Ahead	Inf	74.6 %		
6/1 (A547 Market St (Westbound))	3.50	0.00	Y	Arm 2 Ahead	Inf	51.8 %	1875	1875
				Arm 4 Left	15.00	48.2 %		
7/1 (Water Street)	3.25	0.00	Y	Arm 10 Left	15.00	33.5 %	1712	1712
				Arm 12 Right	10.00	66.5 %		
8/1	Infinite Saturation Flow						Inf	Inf
9/1 (A547 Bridge St (E - Westbound))	3.50	0.00	Y	Arm 8 Right	10.00	21.3 %	1904	1904
				Arm 12 Ahead	Inf	78.7 %		
10/1	Infinite Saturation Flow						Inf	Inf
11/1	Infinite Saturation Flow						Inf	Inf
12/1	Infinite Saturation Flow						Inf	Inf

Scenario 8: '2026 Assessment PM' (FG8: '2026 Assessment PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	43	199	0	0	0	242
	B	48	0	273	0	0	0	321
	C	221	309	0	0	0	0	530
	D	0	0	0	0	141	332	473
	E	0	0	0	181	0	81	262
	F	0	0	0	352	48	0	400
	Tot.	269	352	472	533	189	413	2228

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 8: 2026 Assessment PM
Junction: A547 Market Street_A547 Bridge Street_A548 Water Street_A548 Chapel Street	
1/1	321
2/1	352
3/1	242
4/1	269
5/1	473
6/1	530
7/1	262
8/1	189
9/1	400
10/1	413
11/1	472
12/1	533

Full Input Data And Results

Lane Saturation Flows

Junction: A547 Market Street_A547 Bridge Street_A548 Water Street_A548 Chapel Street								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A547 Market St (W - Eastbound))	3.50	0.00	Y	Arm 4 Right	15.00	15.0 %	1936	1936
				Arm 11 Ahead	Inf	85.0 %		
2/1 (A547 Market St (W - Westbound) Lane 1)	Infinite Saturation Flow						Inf	Inf
3/1 (Chapel Street (Northbound))	3.25	0.00	Y	Arm 2 Left	15.00	17.8 %	1700	1700
				Arm 11 Right	10.00	82.2 %		
4/1 (Chapel Street (Southbound) Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (A547 Market St (Eastbound))	3.50	0.00	Y	Arm 8 Left	15.00	29.8 %	1908	1908
				Arm 10 Ahead	Inf	70.2 %		
6/1 (A547 Market St (Westbound))	3.50	0.00	Y	Arm 2 Ahead	Inf	58.3 %	1886	1886
				Arm 4 Left	15.00	41.7 %		
7/1 (Water Street)	3.25	0.00	Y	Arm 10 Left	15.00	30.9 %	1710	1710
				Arm 12 Right	10.00	69.1 %		
8/1	Infinite Saturation Flow						Inf	Inf
9/1 (A547 Bridge St (E - Westbound))	3.50	0.00	Y	Arm 8 Right	10.00	12.0 %	1930	1930
				Arm 12 Ahead	Inf	88.0 %		
10/1	Infinite Saturation Flow						Inf	Inf
11/1	Infinite Saturation Flow						Inf	Inf
12/1	Infinite Saturation Flow						Inf	Inf

Scenario 9: '2031 Assessment AM' (FG9: '2031 Assessment AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	33	266	0	0	0	299
	B	40	0	258	0	0	0	298
	C	222	239	0	0	0	0	461
	D	0	0	0	0	132	389	521
	E	0	0	0	162	0	81	243
	F	0	0	0	311	82	0	393
	Tot.	262	272	524	473	214	470	2215

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 9: 2031 Assessment AM
Junction: A547 Market Street_A547 Bridge Street_A548 Water Street_A548 Chapel Street	
1/1	298
2/1	272
3/1	299
4/1	262
5/1	521
6/1	461
7/1	243
8/1	214
9/1	393
10/1	470
11/1	524
12/1	473

Full Input Data And Results

Lane Saturation Flows

Junction: A547 Market Street_A547 Bridge Street_A548 Water Street_A548 Chapel Street								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A547 Market St (W - Eastbound))	3.50	0.00	Y	Arm 4 Right	15.00	13.4 %	1939	1939
				Arm 11 Ahead	Inf	86.6 %		
2/1 (A547 Market St (W - Westbound) Lane 1)	Infinite Saturation Flow						Inf	Inf
3/1 (Chapel Street (Northbound))	3.25	0.00	Y	Arm 2 Left	15.00	11.0 %	1695	1695
				Arm 11 Right	10.00	89.0 %		
4/1 (Chapel Street (Southbound) Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (A547 Market St (Eastbound))	3.50	0.00	Y	Arm 8 Left	15.00	25.3 %	1916	1916
				Arm 10 Ahead	Inf	74.7 %		
6/1 (A547 Market St (Westbound))	3.50	0.00	Y	Arm 2 Ahead	Inf	51.8 %	1875	1875
				Arm 4 Left	15.00	48.2 %		
7/1 (Water Street)	3.25	0.00	Y	Arm 10 Left	15.00	33.3 %	1712	1712
				Arm 12 Right	10.00	66.7 %		
8/1	Infinite Saturation Flow						Inf	Inf
9/1 (A547 Bridge St (E - Westbound))	3.50	0.00	Y	Arm 8 Right	10.00	20.9 %	1905	1905
				Arm 12 Ahead	Inf	79.1 %		
10/1	Infinite Saturation Flow						Inf	Inf
11/1	Infinite Saturation Flow						Inf	Inf
12/1	Infinite Saturation Flow						Inf	Inf

Scenario 10: '2031 Assessment PM' (FG10: '2031 Assessment PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	45	210	0	0	0	255
	B	50	0	289	0	0	0	339
	C	234	327	0	0	0	0	561
	D	0	0	0	0	150	351	501
	E	0	0	0	192	0	83	275
	F	0	0	0	373	49	0	422
	Tot.	284	372	499	565	199	434	2353

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 10: 2031 Assessment PM
Junction: A547 Market Street_A547 Bridge Street_A548 Water Street_A548 Chapel Street	
1/1	339
2/1	372
3/1	255
4/1	284
5/1	501
6/1	561
7/1	275
8/1	199
9/1	422
10/1	434
11/1	499
12/1	565

Full Input Data And Results

Lane Saturation Flows

Junction: A547 Market Street_A547 Bridge Street_A548 Water Street_A548 Chapel Street								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A547 Market St (W - Eastbound))	3.50	0.00	Y	Arm 4 Right	15.00	14.7 %	1936	1936
				Arm 11 Ahead	Inf	85.3 %		
2/1 (A547 Market St (W - Westbound) Lane 1)	Infinite Saturation Flow						Inf	Inf
3/1 (Chapel Street (Northbound))	3.25	0.00	Y	Arm 2 Left	15.00	17.6 %	1700	1700
				Arm 11 Right	10.00	82.4 %		
4/1 (Chapel Street (Southbound) Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (A547 Market St (Eastbound))	3.50	0.00	Y	Arm 8 Left	15.00	29.9 %	1908	1908
				Arm 10 Ahead	Inf	70.1 %		
6/1 (A547 Market St (Westbound))	3.50	0.00	Y	Arm 2 Ahead	Inf	58.3 %	1886	1886
				Arm 4 Left	15.00	41.7 %		
7/1 (Water Street)	3.25	0.00	Y	Arm 10 Left	15.00	30.2 %	1709	1709
				Arm 12 Right	10.00	69.8 %		
8/1	Infinite Saturation Flow						Inf	Inf
9/1 (A547 Bridge St (E - Westbound))	3.50	0.00	Y	Arm 8 Right	10.00	11.6 %	1931	1931
				Arm 12 Ahead	Inf	88.4 %		
10/1	Infinite Saturation Flow						Inf	Inf
11/1	Infinite Saturation Flow						Inf	Inf
12/1	Infinite Saturation Flow						Inf	Inf

Scenario 11: '2036 Assessment AM' (FG11: '2036 Assessment AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	35	278	0	0	0	313
	B	41	0	270	0	0	0	311
	C	232	250	0	0	0	0	482
	D	0	0	0	0	138	406	544
	E	0	0	0	169	0	83	252
	F	0	0	0	325	84	0	409
	Tot.	273	285	548	494	222	489	2311

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 11: 2036 Assessment AM
Junction: A547 Market Street_A547 Bridge Street_A548 Water Street_A548 Chapel Street	
1/1	311
2/1	285
3/1	313
4/1	273
5/1	544
6/1	482
7/1	252
8/1	222
9/1	409
10/1	489
11/1	548
12/1	494

Full Input Data And Results

Lane Saturation Flows

Junction: A547 Market Street_A547 Bridge Street_A548 Water Street_A548 Chapel Street								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A547 Market St (W - Eastbound))	3.50	0.00	Y	Arm 4 Right	15.00	13.2 %	1939	1939
				Arm 11 Ahead	Inf	86.8 %		
2/1 (A547 Market St (W - Westbound) Lane 1)	Infinite Saturation Flow						Inf	Inf
3/1 (Chapel Street (Northbound))	3.25	0.00	Y	Arm 2 Left	15.00	11.2 %	1695	1695
				Arm 11 Right	10.00	88.8 %		
4/1 (Chapel Street (Southbound) Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (A547 Market St (Eastbound))	3.50	0.00	Y	Arm 8 Left	15.00	25.4 %	1916	1916
				Arm 10 Ahead	Inf	74.6 %		
6/1 (A547 Market St (Westbound))	3.50	0.00	Y	Arm 2 Ahead	Inf	51.9 %	1875	1875
				Arm 4 Left	15.00	48.1 %		
7/1 (Water Street)	3.25	0.00	Y	Arm 10 Left	15.00	32.9 %	1711	1711
				Arm 12 Right	10.00	67.1 %		
8/1	Infinite Saturation Flow						Inf	Inf
9/1 (A547 Bridge St (E - Westbound))	3.50	0.00	Y	Arm 8 Right	10.00	20.5 %	1906	1906
				Arm 12 Ahead	Inf	79.5 %		
10/1	Infinite Saturation Flow						Inf	Inf
11/1	Infinite Saturation Flow						Inf	Inf
12/1	Infinite Saturation Flow						Inf	Inf

Scenario 12: '2036 Assessment PM' (FG12: '2036 Assessment PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	47	219	0	0	0	266
	B	53	0	302	0	0	0	355
	C	243	341	0	0	0	0	584
	D	0	0	0	0	156	366	522
	E	0	0	0	200	0	85	285
	F	0	0	0	389	50	0	439
	Tot.	296	388	521	589	206	451	2451

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 12: 2036 Assessment PM
Junction: A547 Market Street_A547 Bridge Street_A548 Water Street_A548 Chapel Street	
1/1	355
2/1	388
3/1	266
4/1	296
5/1	522
6/1	584
7/1	285
8/1	206
9/1	439
10/1	451
11/1	521
12/1	589

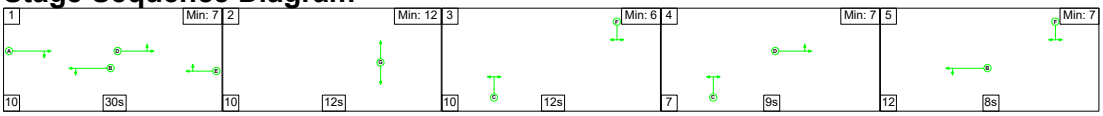
Full Input Data And Results

Lane Saturation Flows

Junction: A547 Market Street_A547 Bridge Street_A548 Water Street_A548 Chapel Street								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A547 Market St (W - Eastbound))	3.50	0.00	Y	Arm 4 Right	15.00	14.9 %	1936	1936
				Arm 11 Ahead	Inf	85.1 %		
2/1 (A547 Market St (W - Westbound) Lane 1)	Infinite Saturation Flow						Inf	Inf
3/1 (Chapel Street (Northbound))	3.25	0.00	Y	Arm 2 Left	15.00	17.7 %	1700	1700
				Arm 11 Right	10.00	82.3 %		
4/1 (Chapel Street (Southbound) Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (A547 Market St (Eastbound))	3.50	0.00	Y	Arm 8 Left	15.00	29.9 %	1908	1908
				Arm 10 Ahead	Inf	70.1 %		
6/1 (A547 Market St (Westbound))	3.50	0.00	Y	Arm 2 Ahead	Inf	58.4 %	1887	1887
				Arm 4 Left	15.00	41.6 %		
7/1 (Water Street)	3.25	0.00	Y	Arm 10 Left	15.00	29.8 %	1709	1709
				Arm 12 Right	10.00	70.2 %		
8/1	Infinite Saturation Flow						Inf	Inf
9/1 (A547 Bridge St (E - Westbound))	3.50	0.00	Y	Arm 8 Right	10.00	11.4 %	1932	1932
				Arm 12 Ahead	Inf	88.6 %		
10/1	Infinite Saturation Flow						Inf	Inf
11/1	Infinite Saturation Flow						Inf	Inf
12/1	Infinite Saturation Flow						Inf	Inf

Scenario 1: '2026 Baseline AM' (FG1: '2026 Baseline AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

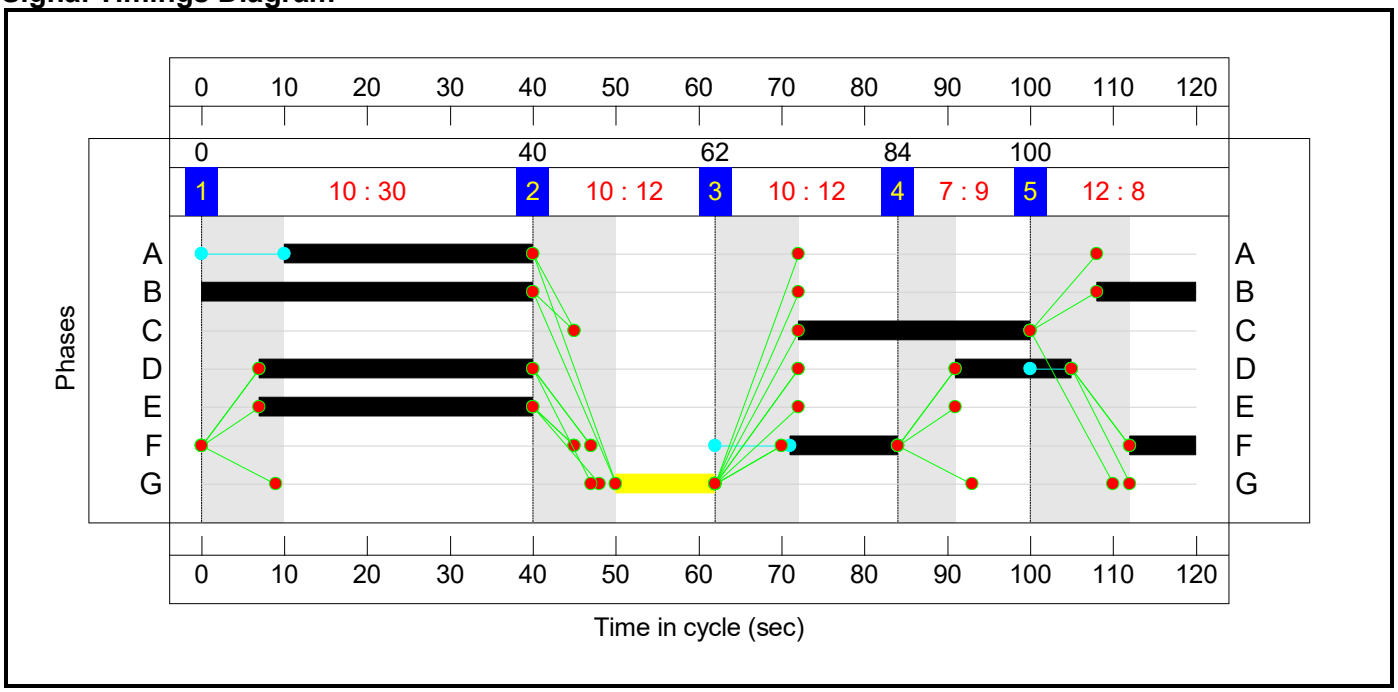


Stage Timings

Stage	1	2	3	4	5
Duration	30	12	12	9	8
Change Point	0	40	62	84	100

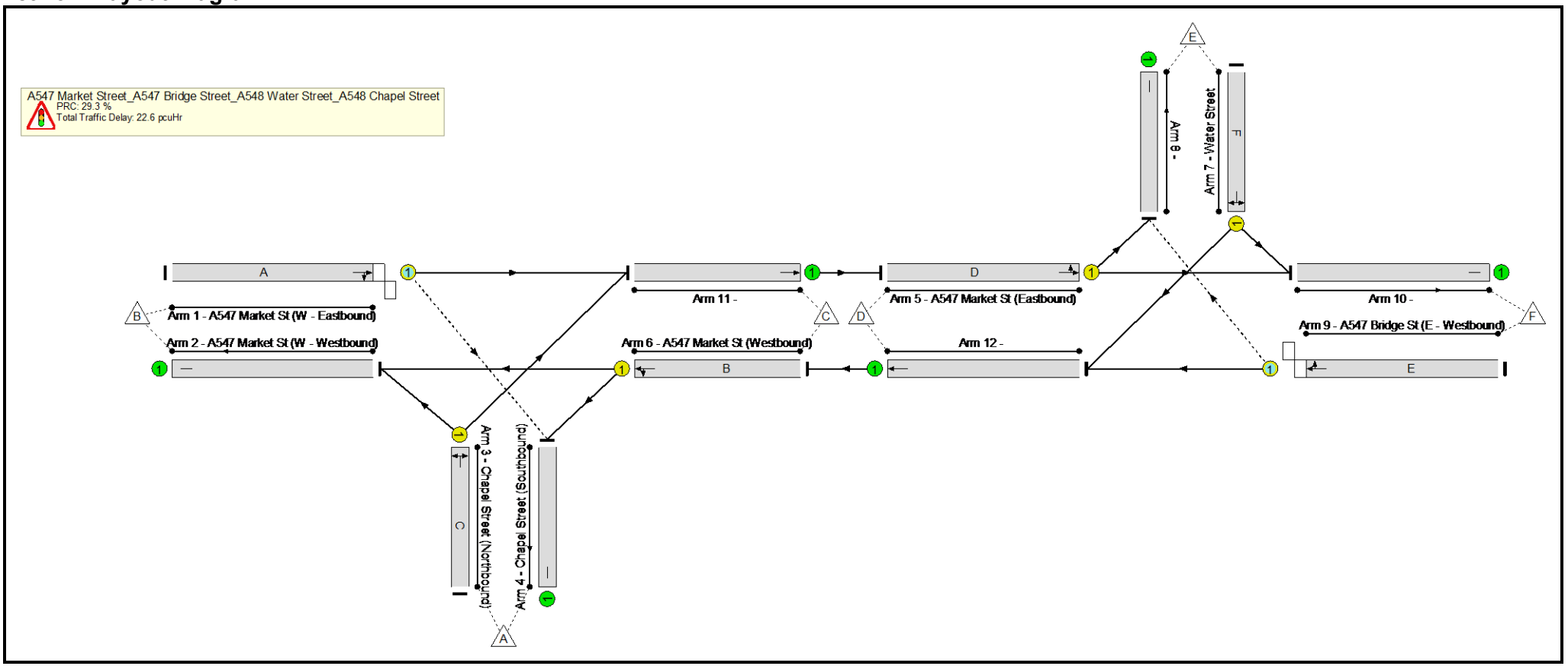
Full Input Data And Results

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**69.6%**
A547 Market Street_A547 Bridge Street_A548 Water Street_A548 Chapel Street	-	-	**N/A**	-	-		-	-	-	-	-	-	**69.6%**
1/1	A547 Market St (W - Eastbound) Right Ahead	O	N/A	N/A	A		1	30	-	281	1939	501	56.1%
2/1	A547 Market St (W - Westbound)	U	N/A	N/A	-		-	-	-	257	Inf	Inf	0.0%
3/1	Chapel Street (Northbound) Left Right	U	N/A	N/A	C		1	28	-	283	1695	410	69.1%
4/1	Chapel Street (Southbound)	U	N/A	N/A	-		-	-	-	245	Inf	Inf	0.0%
5/1	A547 Market St (Eastbound) Left Ahead	U	N/A	N/A	D		2	47	-	491	1916	782	62.8%
6/1	A547 Market St (Westbound) Ahead Left	U	N/A	N/A	B		1	52	-	433	1875	828	52.3%
7/1	Water Street Left Right	U	N/A	N/A	F		2	21	-	225	1711	328	68.6%
8/1		U	N/A	N/A	-		-	-	-	191	Inf	Inf	0.0%
9/1	A547 Bridge St (E - Westbound) Right Ahead	O	N/A	N/A	E		1	33	-	358	1912	514	69.6%
10/1		U	N/A	N/A	-		-	-	-	438	Inf	Inf	0.0%
11/1	Ahead	U	N/A	N/A	-		-	-	-	495	Inf	Inf	0.0%
12/1	Ahead	U	N/A	N/A	-		-	-	-	445	Inf	Inf	0.0%

Full Input Data And Results

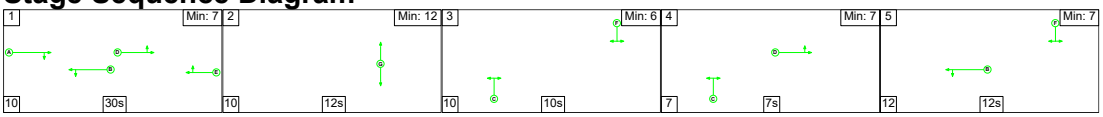
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**102**	**0**	**1**	**17.2**	**5.3**	**0.1**	**22.6**	**-**	**-**	**-**	**-**
A547 Market Street_A547 Bridge Street_A548 Water Street_A548 Chapel Street	**-**	**-**	**102**	**0**	**1**	**17.2**	**5.3**	**0.1**	**22.6**	**-**	**-**	**-**	**-**
1/1	281	281	37	0	0	3.0	0.6	0.0	3.7	46.8	8.1	0.6	8.8
2/1	257	257	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	283	283	-	-	-	3.3	1.1	-	4.4	55.4	8.6	1.1	9.7
4/1	245	245	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	491	491	-	-	-	2.5	0.8	-	3.3	24.1	8.9	0.8	9.7
6/1	433	433	-	-	-	2.9	0.5	-	3.5	28.9	10.5	0.5	11.0
7/1	225	225	-	-	-	1.7	1.1	-	2.8	44.1	5.0	1.1	6.1
8/1	191	191	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	358	358	65	0	1	3.8	1.1	0.1	5.0	50.6	10.6	1.1	11.8
10/1	438	438	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	495	495	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	445	445	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 29.3 Total Delay for Signalled Lanes (pcuHr): 22.56 Cycle Time (s): 120
PRC Over All Lanes (%): 29.3 Total Delay Over All Lanes(pcuHr): 22.56

Full Input Data And Results

Scenario 2: '2026 Baseline PM' (FG2: '2026 Baseline PM', Plan 1: 'Network Control Plan 1')

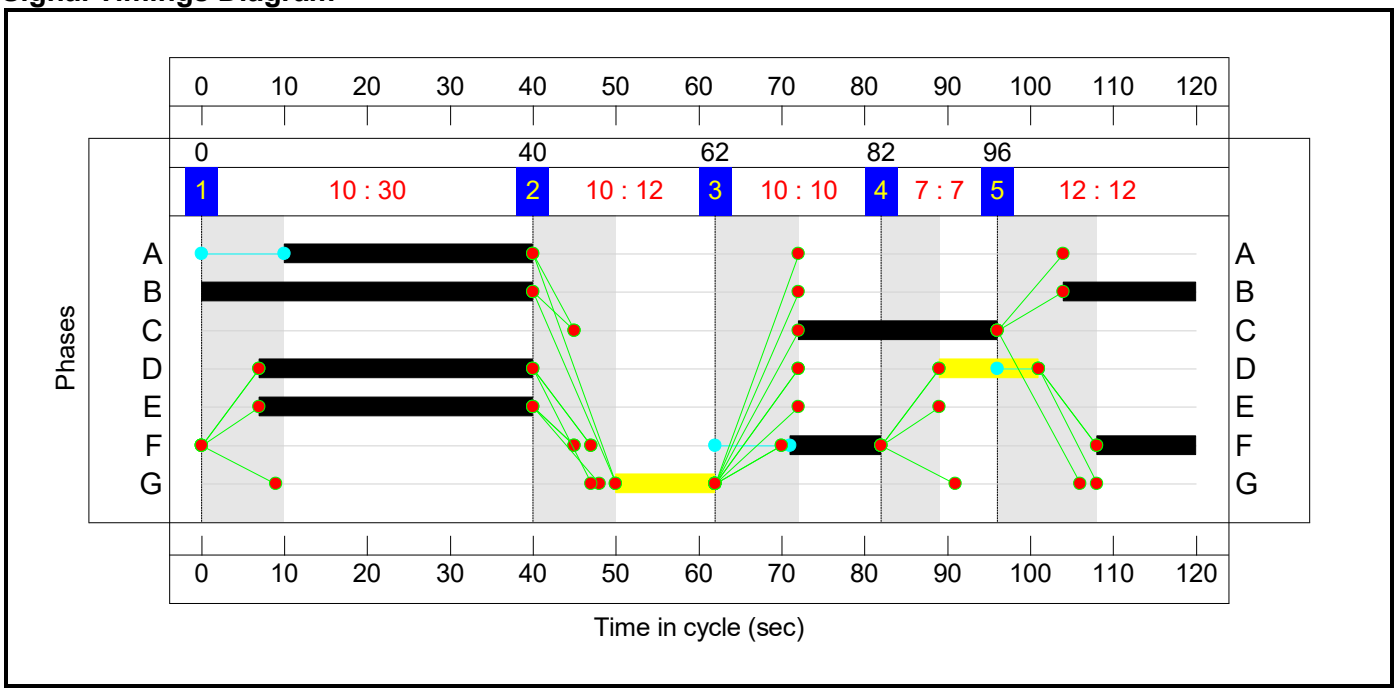
Stage Sequence Diagram



Stage Timings

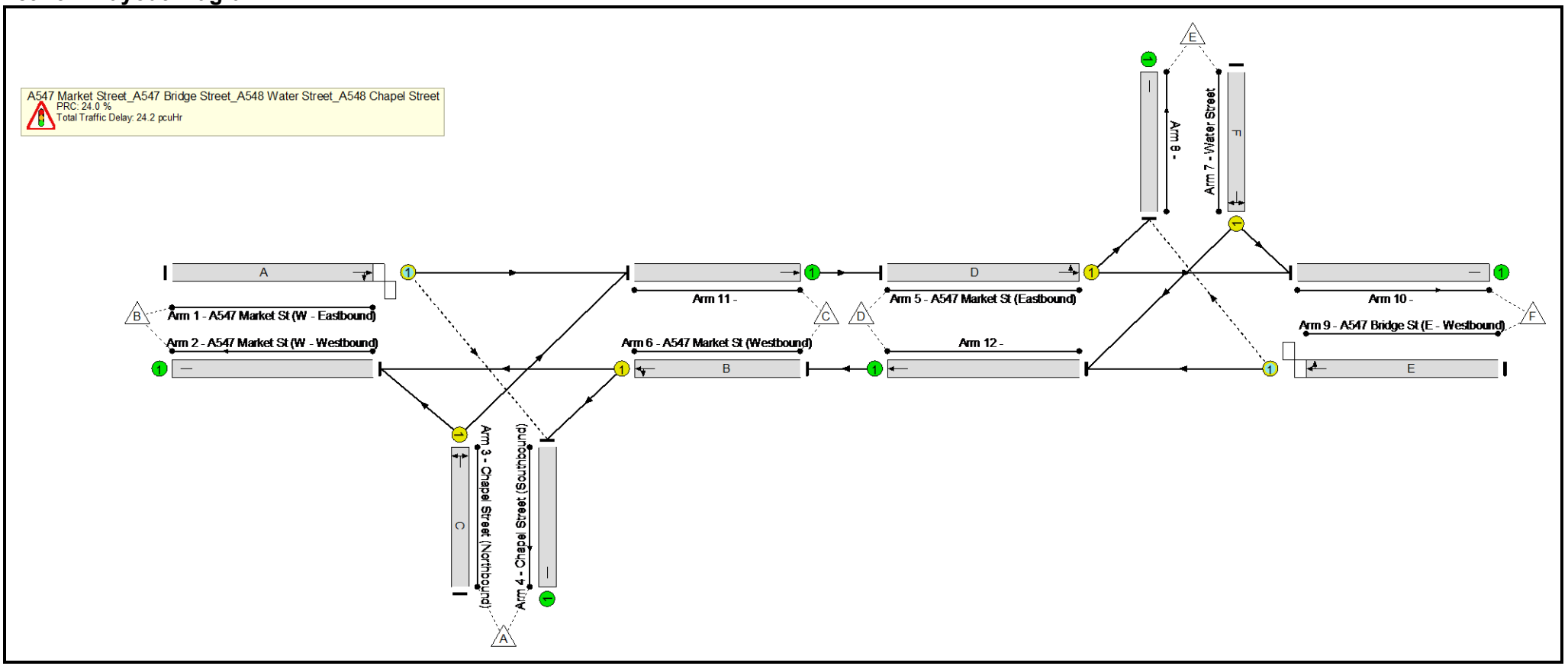
Stage	1	2	3	4	5
Duration	30	12	10	7	12
Change Point	0	40	62	82	96

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**72.6%**
A547 Market Street_A547 Bridge Street_A548 Water Street_A548 Chapel Street	-	-	**N/A**	-	-		-	-	-	-	-	-	**72.6%**
1/1	A547 Market St (W - Eastbound) Right Ahead	O	N/A	N/A	A		1	30	-	320	1936	500	64.0%
2/1	A547 Market St (W - Westbound)	U	N/A	N/A	-		-	-	-	351	Inf	Inf	0.0%
3/1	Chapel Street (Northbound) Left Right	U	N/A	N/A	C		1	24	-	240	1700	354	67.8%
4/1	Chapel Street (Southbound)	U	N/A	N/A	-		-	-	-	268	Inf	Inf	0.0%
5/1	A547 Market St (Eastbound) Left Ahead	U	N/A	N/A	D		2	45	-	470	1908	747	62.9%
6/1	A547 Market St (Westbound) Ahead Left	U	N/A	N/A	B		1	56	-	528	1886	896	58.9%
7/1	Water Street Left Right	U	N/A	N/A	F		2	23	-	249	1707	356	70.0%
8/1		U	N/A	N/A	-		-	-	-	181	Inf	Inf	0.0%
9/1	A547 Bridge St (E - Westbound) Right Ahead	O	N/A	N/A	E		1	33	-	390	1935	537	72.6%
10/1		U	N/A	N/A	-		-	-	-	397	Inf	Inf	0.0%
11/1	Ahead	U	N/A	N/A	-		-	-	-	469	Inf	Inf	0.0%
12/1	Ahead	U	N/A	N/A	-		-	-	-	531	Inf	Inf	0.0%

Full Input Data And Results

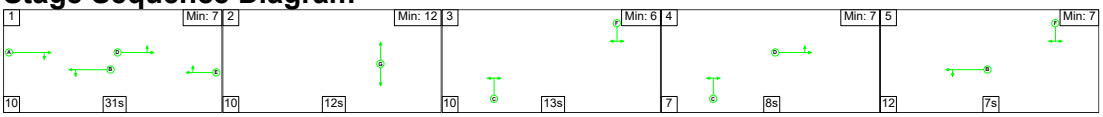
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**87**	**0**	**1**	**18.3**	**5.9**	**0.0**	**24.2**	**-**	**-**	**-**	**-**
A547 Market Street_A547 Bridge Street_A548 Water Street_A548 Chapel Street	**-**	**-**	**87**	**0**	**1**	**18.3**	**5.9**	**0.0**	**24.2**	**-**	**-**	**-**	**-**
1/1	320	320	48	0	0	3.5	0.9	0.0	4.4	49.5	9.4	0.9	10.3
2/1	351	351	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	240	240	-	-	-	2.9	1.0	-	4.0	59.3	7.3	1.0	8.4
4/1	268	268	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	470	470	-	-	-	2.4	0.8	-	3.3	24.9	8.0	0.8	8.8
6/1	528	528	-	-	-	3.4	0.7	-	4.1	27.8	12.8	0.7	13.5
7/1	249	249	-	-	-	1.9	1.1	-	3.0	43.5	5.6	1.1	6.7
8/1	181	181	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	390	390	40	0	0	4.2	1.3	0.0	5.5	51.2	11.7	1.3	13.0
10/1	397	397	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	469	469	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	531	531	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 24.0 Total Delay for Signalled Lanes (pcuHr): 24.25 Cycle Time (s): 120
PRC Over All Lanes (%): 24.0 Total Delay Over All Lanes(pcuHr): 24.25

Full Input Data And Results

Scenario 3: '2031 Baseline AM' (FG3: '2031 Baseline AM', Plan 1: 'Network Control Plan 1')

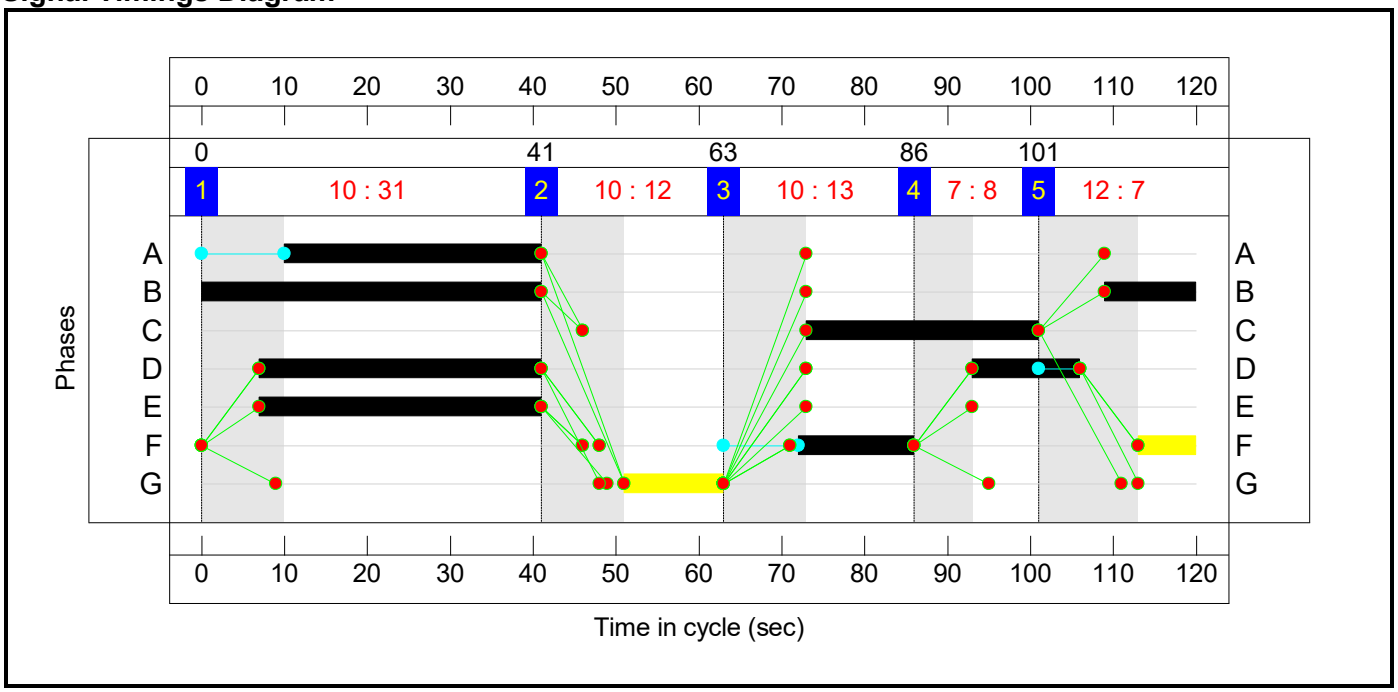
Stage Sequence Diagram



Stage Timings

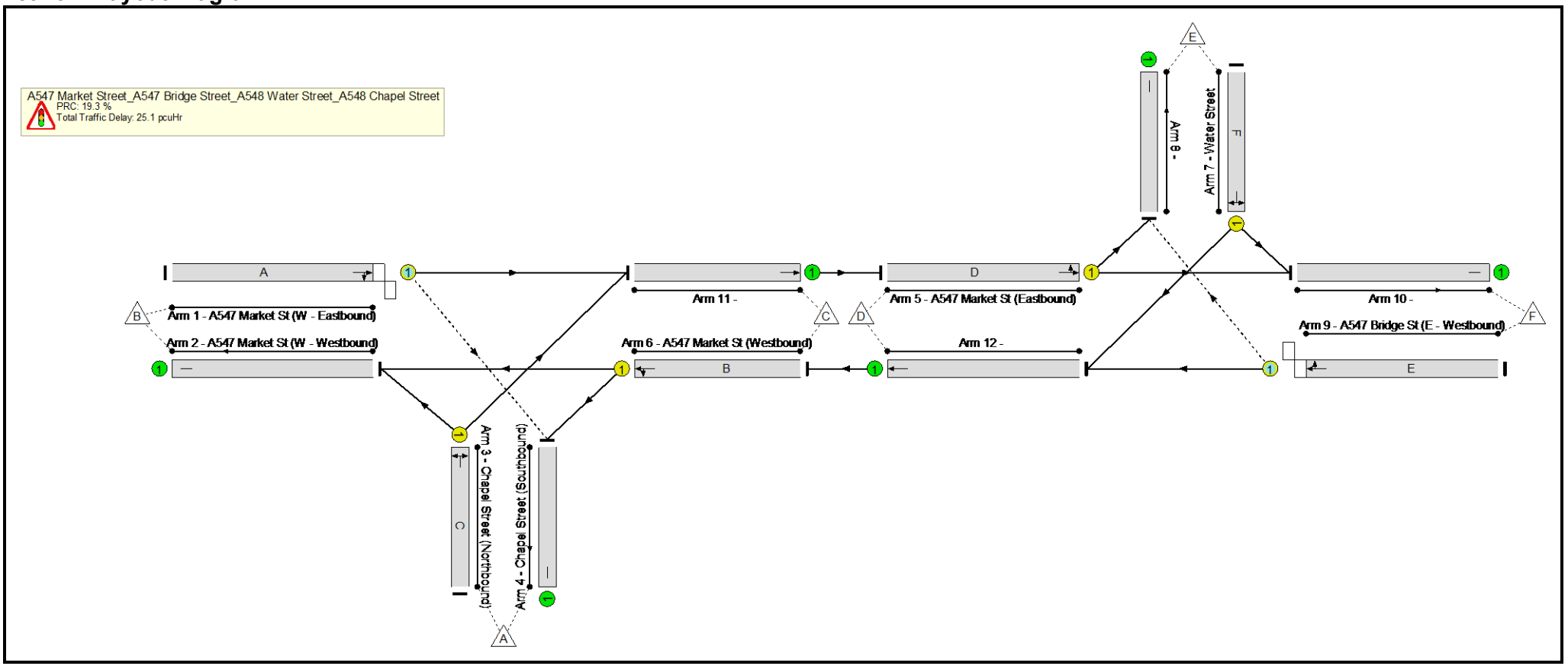
Stage	1	2	3	4	5
Duration	31	12	13	8	7
Change Point	0	41	63	86	101

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**75.4%**
A547 Market Street_A547 Bridge Street_A548 Water Street_A548 Chapel Street	-	-	**N/A**	-	-		-	-	-	-	-	-	**75.4%**
1/1	A547 Market St (W - Eastbound) Right Ahead	O	N/A	N/A	A		1	31	-	298	1939	517	57.6%
2/1	A547 Market St (W - Westbound)	U	N/A	N/A	-		-	-	-	271	Inf	Inf	0.0%
3/1	Chapel Street (Northbound) Left Right	U	N/A	N/A	C		1	28	-	299	1695	410	73.0%
4/1	Chapel Street (Southbound)	U	N/A	N/A	-		-	-	-	260	Inf	Inf	0.0%
5/1	A547 Market St (Eastbound) Left Ahead	U	N/A	N/A	D		2	47	-	520	1916	782	66.5%
6/1	A547 Market St (Westbound) Ahead Left	U	N/A	N/A	B		1	52	-	458	1875	828	55.3%
7/1	Water Street Left Right	U	N/A	N/A	F		2	21	-	237	1710	328	72.3%
8/1		U	N/A	N/A	-		-	-	-	200	Inf	Inf	0.0%
9/1	A547 Bridge St (E - Westbound) Right Ahead	O	N/A	N/A	E		1	34	-	376	1913	498	75.4%
10/1		U	N/A	N/A	-		-	-	-	463	Inf	Inf	0.0%
11/1	Ahead	U	N/A	N/A	-		-	-	-	524	Inf	Inf	0.0%
12/1	Ahead	U	N/A	N/A	-		-	-	-	470	Inf	Inf	0.0%

Full Input Data And Results

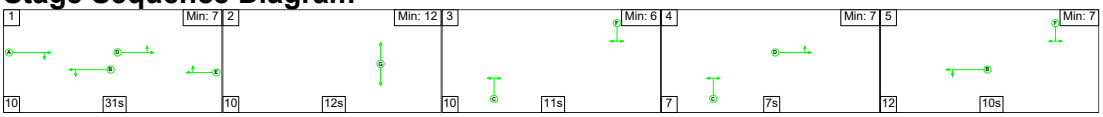
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**107**	**0**	**1**	**18.6**	**6.4**	**0.1**	**25.1**	**-**	**-**	**-**	**-**
A547 Market Street_A547 Bridge Street_A548 Water Street_A548 Chapel Street	**-**	**-**	**107**	**0**	**1**	**18.6**	**6.4**	**0.1**	**25.1**	**-**	**-**	**-**	**-**
1/1	298	298	40	0	0	3.2	0.7	0.0	3.8	46.3	8.5	0.7	9.2
2/1	271	271	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	299	299	-	-	-	3.5	1.3	-	4.8	57.8	9.1	1.3	10.5
4/1	260	260	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	520	520	-	-	-	2.9	1.0	-	3.9	27.0	9.4	1.0	10.4
6/1	458	458	-	-	-	3.1	0.6	-	3.8	29.6	11.2	0.6	11.8
7/1	237	237	-	-	-	1.8	1.3	-	3.1	47.0	5.4	1.3	6.7
8/1	200	200	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	376	376	67	0	1	4.1	1.5	0.1	5.7	54.1	11.5	1.5	13.0
10/1	463	463	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	524	524	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	470	470	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 19.3 Total Delay for Signalled Lanes (pcuHr): 25.05 Cycle Time (s): 120
PRC Over All Lanes (%): 19.3 Total Delay Over All Lanes(pcuHr): 25.05

Full Input Data And Results

Scenario 4: '2031 Baseline PM' (FG4: '2031 Baseline PM', Plan 1: 'Network Control Plan 1')

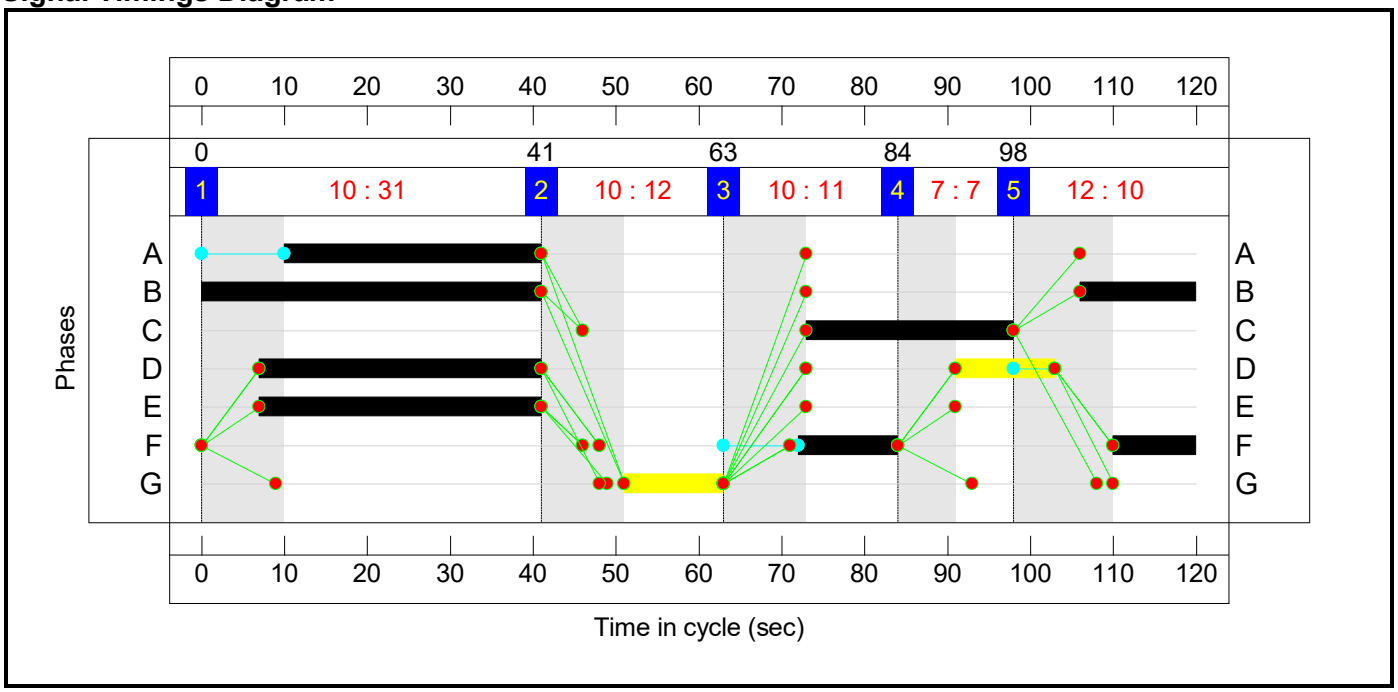
Stage Sequence Diagram



Stage Timings

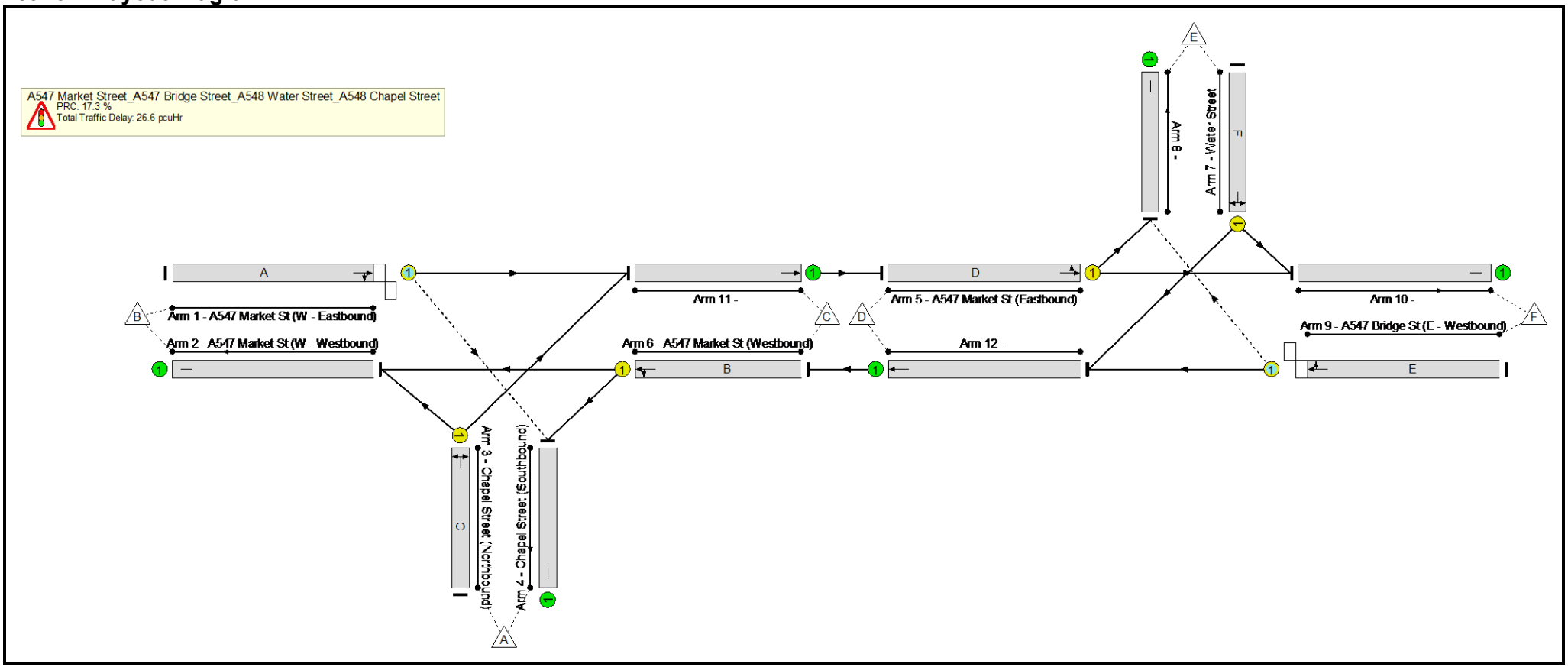
Stage	1	2	3	4	5
Duration	31	12	11	7	10
Change Point	0	41	63	84	98

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**76.7%**
A547 Market Street_A547 Bridge Street_A548 Water Street_A548 Chapel Street	-	-	**N/A**	-	-		-	-	-	-	-	-	**76.7%**
1/1	A547 Market St (W - Eastbound) Right Ahead	O	N/A	N/A	A		1	31	-	338	1936	516	65.5%
2/1	A547 Market St (W - Westbound)	U	N/A	N/A	-		-	-	-	371	Inf	Inf	0.0%
3/1	Chapel Street (Northbound) Left Right	U	N/A	N/A	C		1	25	-	254	1700	368	69.0%
4/1	Chapel Street (Southbound)	U	N/A	N/A	-		-	-	-	282	Inf	Inf	0.0%
5/1	A547 Market St (Eastbound) Left Ahead	U	N/A	N/A	D		2	46	-	498	1908	763	65.3%
6/1	A547 Market St (Westbound) Ahead Left	U	N/A	N/A	B		1	55	-	558	1887	881	63.4%
7/1	Water Street Left Right	U	N/A	N/A	F		2	22	-	262	1707	341	76.7%
8/1		U	N/A	N/A	-		-	-	-	191	Inf	Inf	0.0%
9/1	A547 Bridge St (E - Westbound) Right Ahead	O	N/A	N/A	E		1	34	-	412	1936	551	74.7%
10/1		U	N/A	N/A	-		-	-	-	418	Inf	Inf	0.0%
11/1	Ahead	U	N/A	N/A	-		-	-	-	497	Inf	Inf	0.0%
12/1	Ahead	U	N/A	N/A	-		-	-	-	563	Inf	Inf	0.0%

Full Input Data And Results

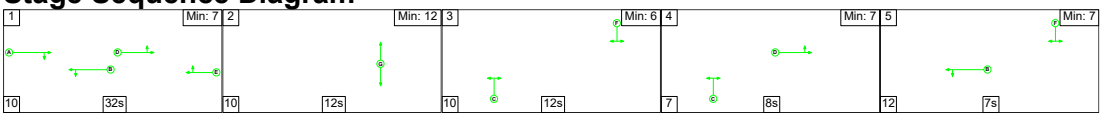
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**90**	**0**	**1**	**19.6**	**6.9**	**0.1**	**26.6**	**-**	**-**	**-**	**-**
A547 Market Street_A547 Bridge Street_A548 Water Street_A548 Chapel Street	**-**	**-**	**90**	**0**	**1**	**19.6**	**6.9**	**0.1**	**26.6**	**-**	**-**	**-**	**-**
1/1	338	338	50	0	0	3.7	0.9	0.0	4.6	49.2	10.0	0.9	10.9
2/1	371	371	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	254	254	-	-	-	3.1	1.1	-	4.1	58.7	7.8	1.1	8.9
4/1	282	282	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	498	498	-	-	-	2.7	0.9	-	3.7	26.4	8.6	0.9	9.5
6/1	558	558	-	-	-	3.8	0.9	-	4.6	29.8	13.9	0.9	14.8
7/1	262	262	-	-	-	2.0	1.6	-	3.6	49.7	6.0	1.6	7.6
8/1	191	191	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	412	412	41	0	0	4.4	1.4	0.0	5.9	51.6	12.5	1.4	13.9
10/1	418	418	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	497	497	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	563	563	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 17.3 Total Delay for Signalled Lanes (pcuHr): 26.56 Cycle Time (s): 120
PRC Over All Lanes (%): 17.3 Total Delay Over All Lanes(pcuHr): 26.56

Full Input Data And Results

Scenario 5: '2036 Baseline AM' (FG5: '2036 Baseline AM', Plan 1: 'Network Control Plan 1')

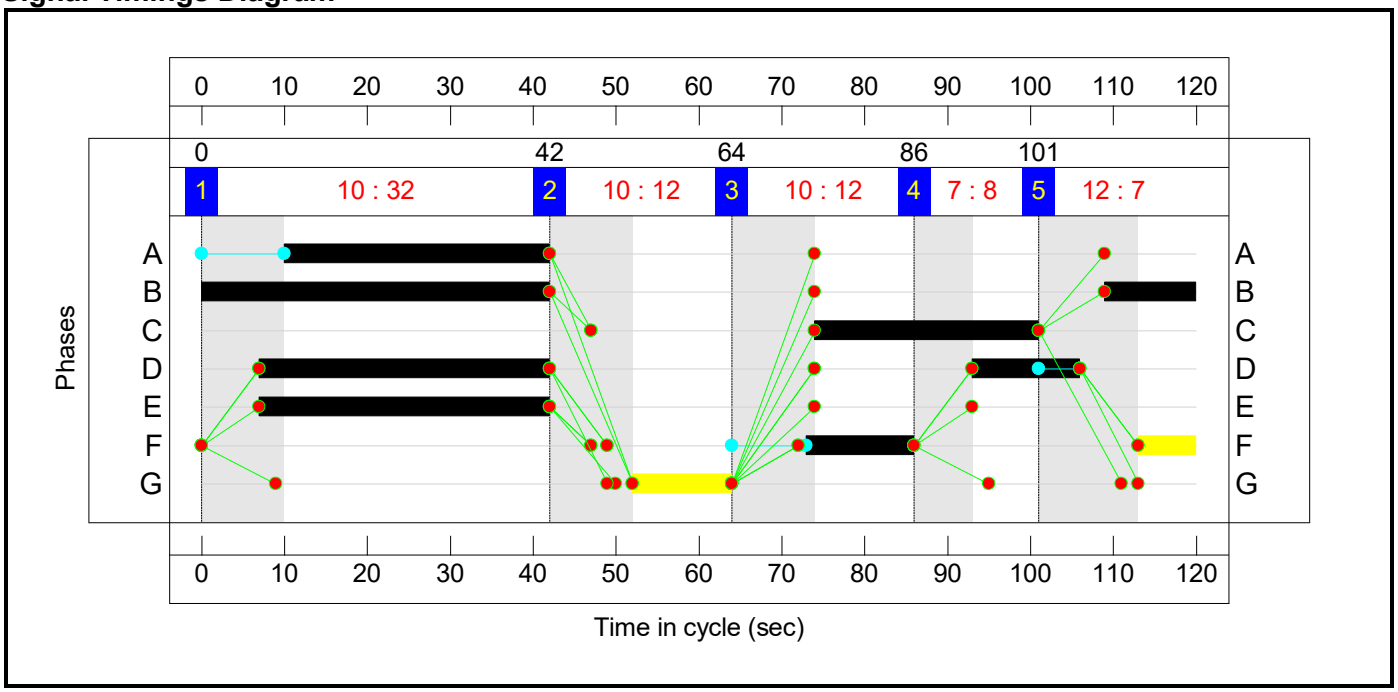
Stage Sequence Diagram



Stage Timings

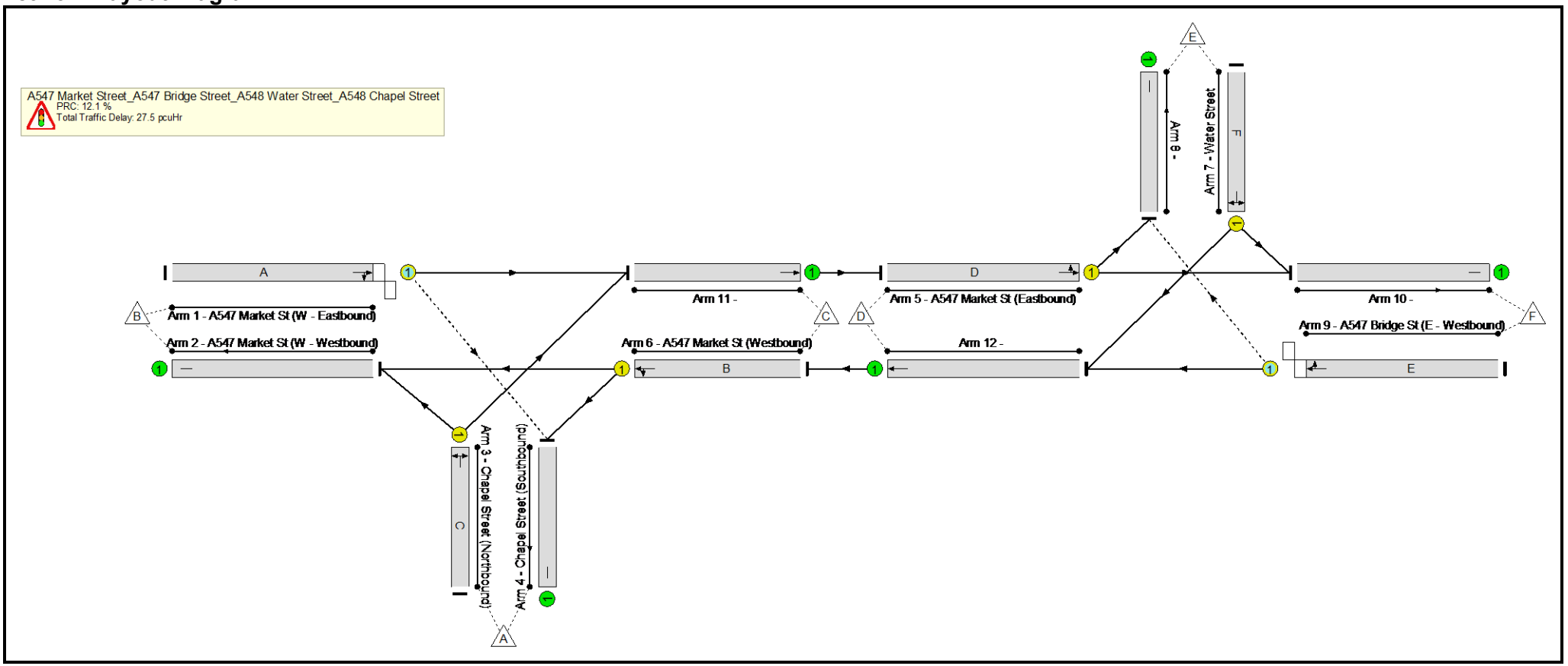
Stage	1	2	3	4	5
Duration	32	12	12	8	7
Change Point	0	42	64	86	101

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**80.3%**
A547 Market Street_A547 Bridge Street_A548 Water Street_A548 Chapel Street	-	-	**N/A**	-	-		-	-	-	-	-	-	**80.3%**
1/1	A547 Market St (W - Eastbound) Right Ahead	O	N/A	N/A	A		1	32	-	310	1939	533	58.1%
2/1	A547 Market St (W - Westbound)	U	N/A	N/A	-		-	-	-	284	Inf	Inf	0.0%
3/1	Chapel Street (Northbound) Left Right	U	N/A	N/A	C		1	27	-	312	1695	395	78.9%
4/1	Chapel Street (Southbound)	U	N/A	N/A	-		-	-	-	271	Inf	Inf	0.0%
5/1	A547 Market St (Eastbound) Left Ahead	U	N/A	N/A	D		2	48	-	543	1916	798	68.0%
6/1	A547 Market St (Westbound) Ahead Left	U	N/A	N/A	B		1	53	-	479	1875	844	56.8%
7/1	Water Street Left Right	U	N/A	N/A	F		2	20	-	247	1710	313	78.8%
8/1		U	N/A	N/A	-		-	-	-	207	Inf	Inf	0.0%
9/1	A547 Bridge St (E - Westbound) Right Ahead	O	N/A	N/A	E		1	35	-	391	1914	487	80.3%
10/1		U	N/A	N/A	-		-	-	-	483	Inf	Inf	0.0%
11/1	Ahead	U	N/A	N/A	-		-	-	-	546	Inf	Inf	0.0%
12/1	Ahead	U	N/A	N/A	-		-	-	-	491	Inf	Inf	0.0%

Full Input Data And Results

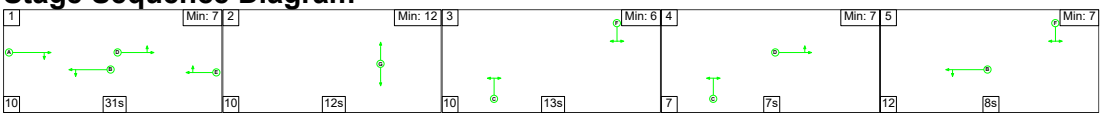
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**109**	**0**	**1**	**19.5**	**7.9**	**0.1**	**27.5**	**-**	**-**	**-**	**-**
A547 Market Street_A547 Bridge Street_A548 Water Street_A548 Chapel Street	**-**	**-**	**109**	**0**	**1**	**19.5**	**7.9**	**0.1**	**27.5**	**-**	**-**	**-**	**-**
1/1	310	310	41	0	0	3.2	0.7	0.0	3.9	45.6	8.9	0.7	9.6
2/1	284	284	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	312	312	-	-	-	3.7	1.8	-	5.5	63.9	9.7	1.8	11.5
4/1	271	271	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	543	543	-	-	-	3.1	1.1	-	4.1	27.3	9.7	1.1	10.7
6/1	479	479	-	-	-	3.2	0.7	-	3.9	29.3	11.7	0.7	12.4
7/1	247	247	-	-	-	2.0	1.8	-	3.7	54.3	5.8	1.8	7.5
8/1	207	207	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	391	391	68	0	1	4.3	2.0	0.1	6.3	58.1	12.2	2.0	14.1
10/1	483	483	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	546	546	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	491	491	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 12.1 Total Delay for Signalled Lanes (pcuHr): 27.50 Cycle Time (s): 120
PRC Over All Lanes (%): 12.1 Total Delay Over All Lanes(pcuHr): 27.50

Full Input Data And Results

Scenario 6: '2036 Baseline PM' (FG6: '2036 Baseline PM', Plan 1: 'Network Control Plan 1')

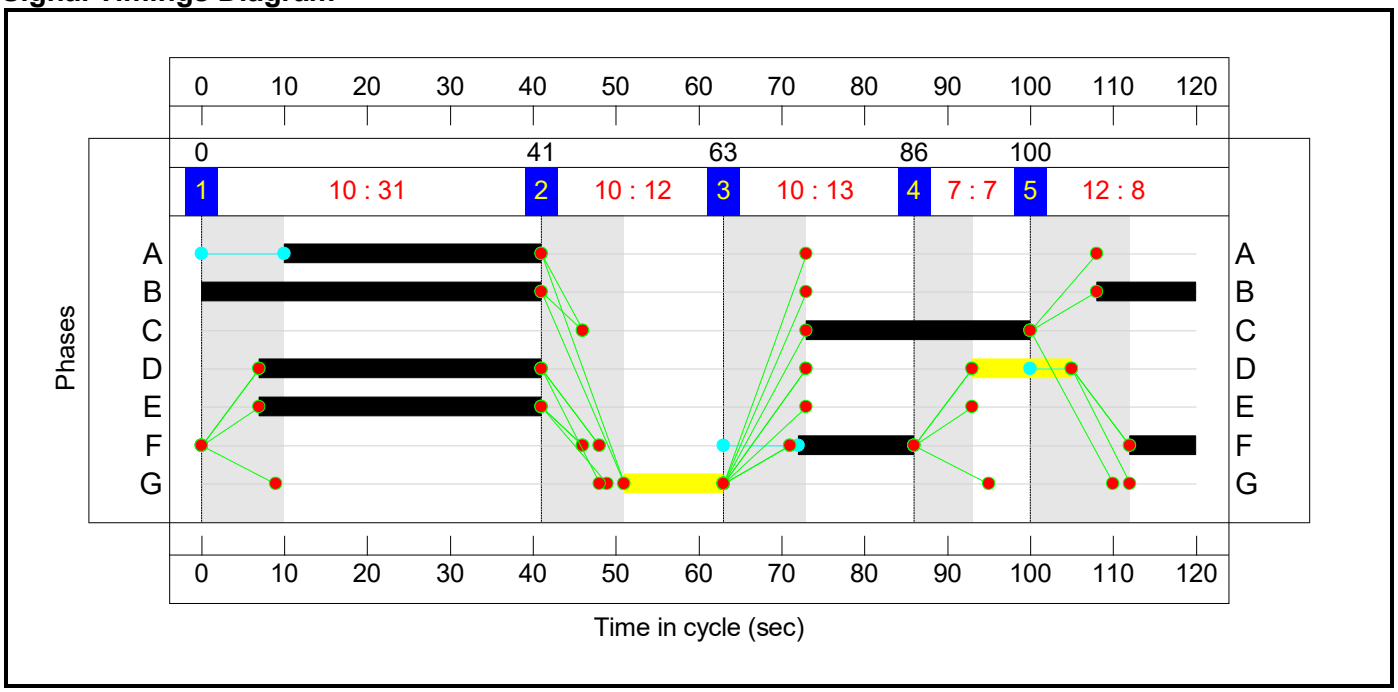
Stage Sequence Diagram



Stage Timings

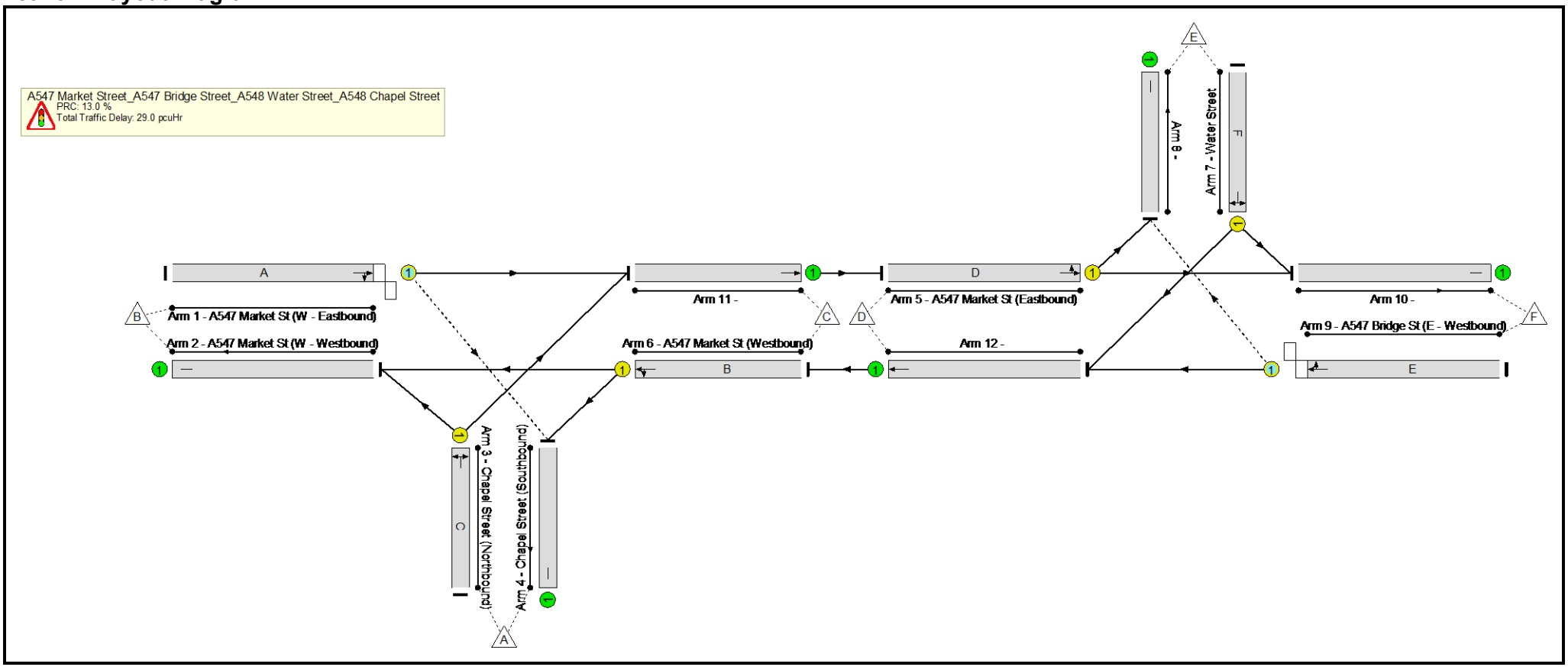
Stage	1	2	3	4	5
Duration	31	12	13	7	8
Change Point	0	41	63	86	100

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**79.7%**
A547 Market Street_A547 Bridge Street_A548 Water Street_A548 Chapel Street	-	-	**N/A**	-	-		-	-	-	-	-	-	**79.7%**
1/1	A547 Market St (W - Eastbound) Right Ahead	O	N/A	N/A	A		1	31	-	354	1936	507	69.8%
2/1	A547 Market St (W - Westbound)	U	N/A	N/A	-		-	-	-	387	Inf	Inf	0.0%
3/1	Chapel Street (Northbound) Left Right	U	N/A	N/A	C		1	27	-	264	1700	397	66.6%
4/1	Chapel Street (Southbound)	U	N/A	N/A	-		-	-	-	295	Inf	Inf	0.0%
5/1	A547 Market St (Eastbound) Left Ahead	U	N/A	N/A	D		2	46	-	519	1908	763	68.0%
6/1	A547 Market St (Westbound) Ahead Left	U	N/A	N/A	B		1	53	-	582	1887	849	68.5%
7/1	Water Street Left Right	U	N/A	N/A	F		2	22	-	272	1707	341	79.7%
8/1		U	N/A	N/A	-		-	-	-	198	Inf	Inf	0.0%
9/1	A547 Bridge St (E - Westbound) Right Ahead	O	N/A	N/A	E		1	34	-	429	1937	546	78.6%
10/1		U	N/A	N/A	-		-	-	-	435	Inf	Inf	0.0%
11/1	Ahead	U	N/A	N/A	-		-	-	-	518	Inf	Inf	0.0%
12/1	Ahead	U	N/A	N/A	-		-	-	-	587	Inf	Inf	0.0%

Full Input Data And Results

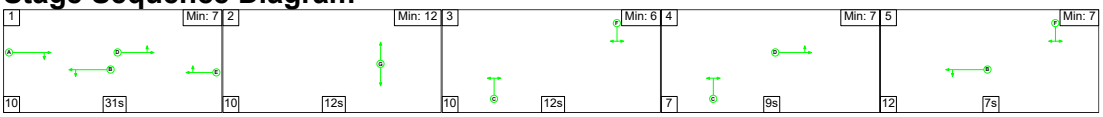
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**94**	**0**	**1**	**21.1**	**7.9**	**0.1**	**29.0**	**-**	**-**	**-**	**-**
A547 Market Street_A547 Bridge Street_A548 Water Street_A548 Chapel Street	**-**	**-**	**94**	**0**	**1**	**21.1**	**7.9**	**0.1**	**29.0**	**-**	**-**	**-**	**-**
1/1	354	354	53	0	0	3.9	1.1	0.0	5.1	51.7	10.6	1.1	11.8
2/1	387	387	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	264	264	-	-	-	3.1	1.0	-	4.0	55.1	7.9	1.0	8.9
4/1	295	295	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	519	519	-	-	-	3.1	1.1	-	4.1	28.6	9.2	1.1	10.3
6/1	582	582	-	-	-	4.2	1.1	-	5.3	32.9	15.4	1.1	16.4
7/1	272	272	-	-	-	2.1	1.9	-	4.0	52.7	6.3	1.9	8.2
8/1	198	198	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	429	429	42	0	0	4.7	1.8	0.1	6.5	54.4	13.1	1.8	14.9
10/1	435	435	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	518	518	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	587	587	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 13.0 Total Delay for Signalled Lanes (pcuHr): 29.04 Cycle Time (s): 120
PRC Over All Lanes (%): 13.0 Total Delay Over All Lanes(pcuHr): 29.04

Full Input Data And Results

Scenario 7: '2026 Assessment AM' (FG7: '2026 Assessment AM', Plan 1: 'Network Control Plan 1')

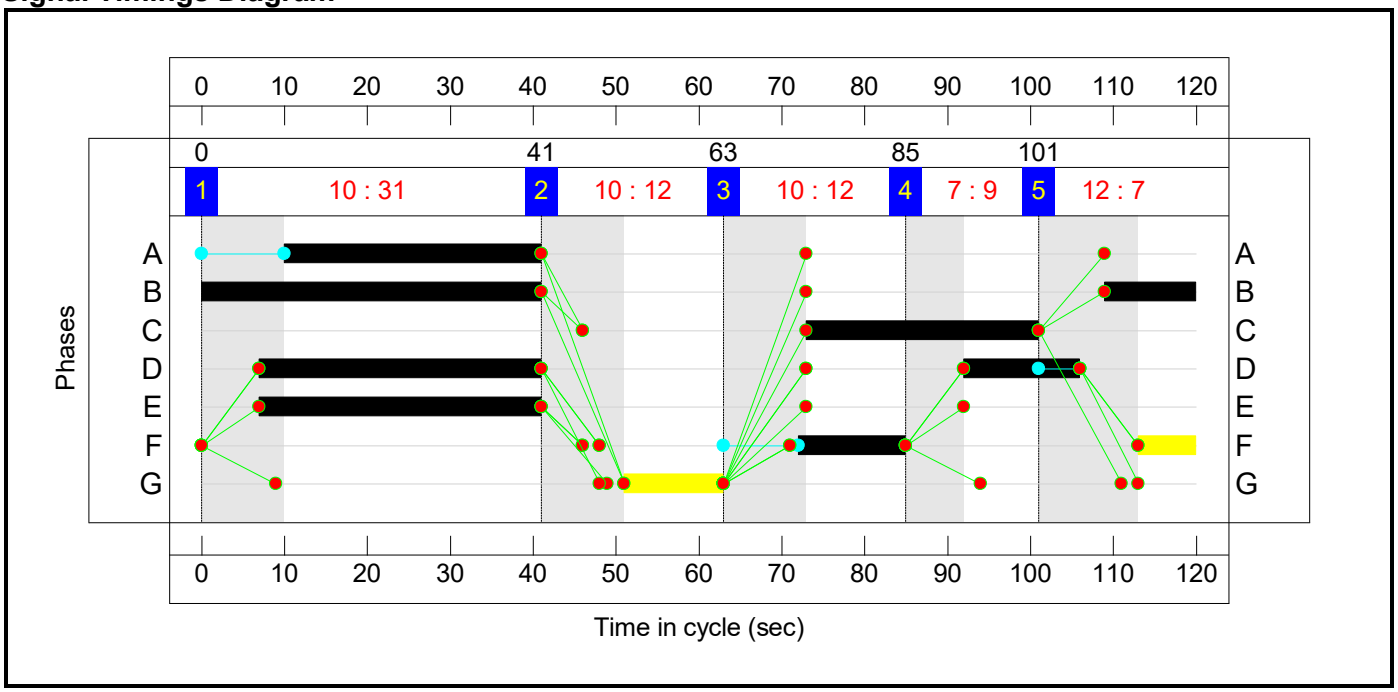
Stage Sequence Diagram



Stage Timings

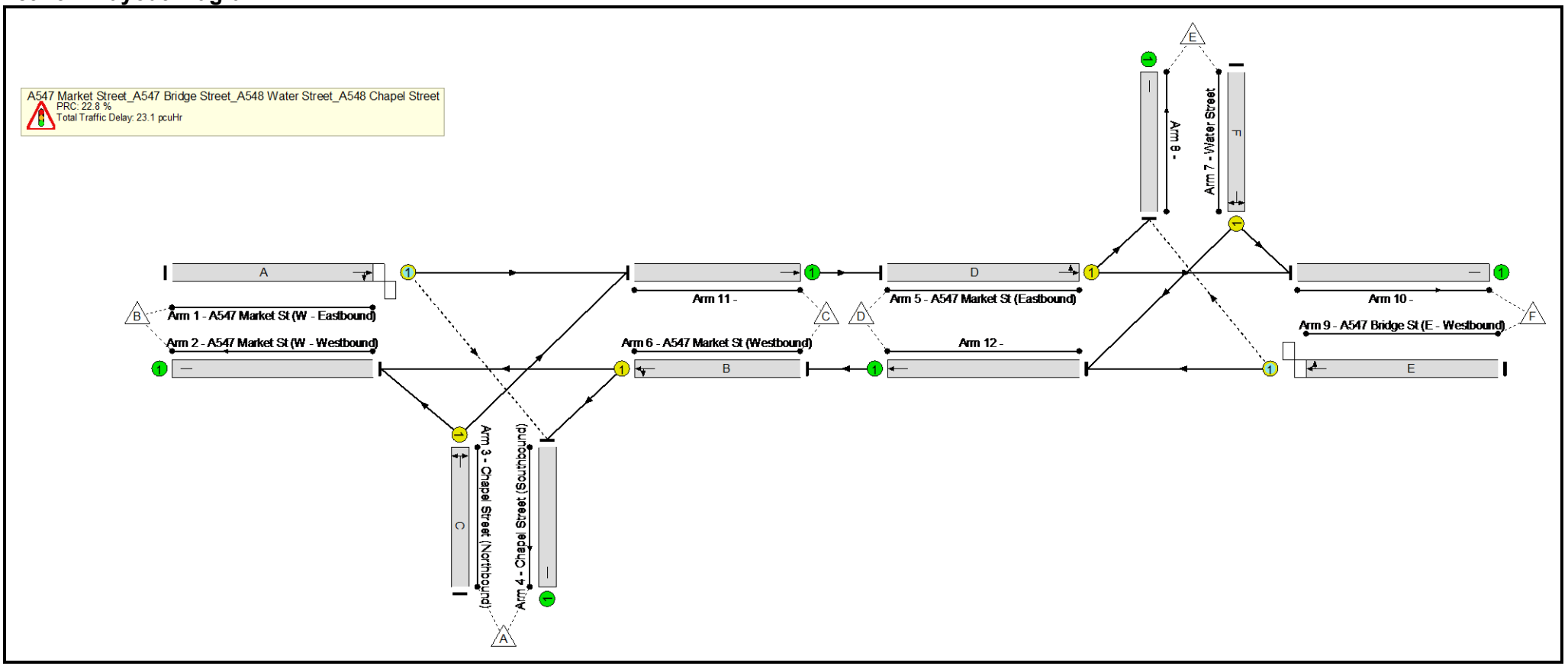
Stage	1	2	3	4	5
Duration	31	12	12	9	7
Change Point	0	41	63	85	101

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**73.3%**
A547 Market Street_A547 Bridge Street_A548 Water Street_A548 Chapel Street	-	-	**N/A**	-	-		-	-	-	-	-	-	**73.3%**
1/1	A547 Market St (W - Eastbound) Right Ahead	O	N/A	N/A	A		1	31	-	281	1939	517	54.3%
2/1	A547 Market St (W - Westbound)	U	N/A	N/A	-		-	-	-	258	Inf	Inf	0.0%
3/1	Chapel Street (Northbound) Left Right	U	N/A	N/A	C		1	28	-	284	1695	410	69.3%
4/1	Chapel Street (Southbound)	U	N/A	N/A	-		-	-	-	247	Inf	Inf	0.0%
5/1	A547 Market St (Eastbound) Left Ahead	U	N/A	N/A	D		2	48	-	492	1916	798	61.6%
6/1	A547 Market St (Westbound) Ahead Left	U	N/A	N/A	B		1	52	-	436	1875	828	52.6%
7/1	Water Street Left Right	U	N/A	N/A	F		2	20	-	230	1712	314	73.3%
8/1		U	N/A	N/A	-		-	-	-	205	Inf	Inf	0.0%
9/1	A547 Bridge St (E - Westbound) Right Ahead	O	N/A	N/A	E		1	34	-	375	1904	516	72.6%
10/1		U	N/A	N/A	-		-	-	-	444	Inf	Inf	0.0%
11/1	Ahead	U	N/A	N/A	-		-	-	-	496	Inf	Inf	0.0%
12/1	Ahead	U	N/A	N/A	-		-	-	-	448	Inf	Inf	0.0%

Full Input Data And Results

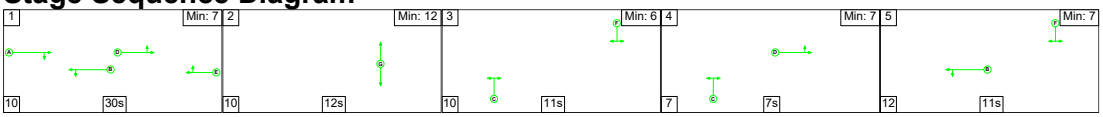
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**116**	**0**	**1**	**17.4**	**5.7**	**0.1**	**23.1**	**-**	**-**	**-**	**-**
A547 Market Street_A547 Bridge Street_A548 Water Street_A548 Chapel Street	**-**	**-**	**116**	**0**	**1**	**17.4**	**5.7**	**0.1**	**23.1**	**-**	**-**	**-**	**-**
1/1	281	281	37	0	0	2.9	0.6	0.0	3.5	45.4	8.0	0.6	8.6
2/1	258	258	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	284	284	-	-	-	3.3	1.1	-	4.4	55.5	8.6	1.1	9.7
4/1	247	247	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	492	492	-	-	-	2.4	0.8	-	3.2	23.6	8.9	0.8	9.7
6/1	436	436	-	-	-	3.0	0.6	-	3.5	29.0	10.5	0.6	11.1
7/1	230	230	-	-	-	1.8	1.3	-	3.1	48.6	5.2	1.3	6.6
8/1	205	205	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	375	375	79	0	1	4.0	1.3	0.1	5.4	51.7	11.2	1.3	12.6
10/1	444	444	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	496	496	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	448	448	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 22.8 Total Delay for Signalled Lanes (pcuHr): 23.14 Cycle Time (s): 120
PRC Over All Lanes (%): 22.8 Total Delay Over All Lanes(pcuHr): 23.14

Full Input Data And Results

Scenario 8: '2026 Assessment PM' (FG8: '2026 Assessment PM', Plan 1: 'Network Control Plan 1')

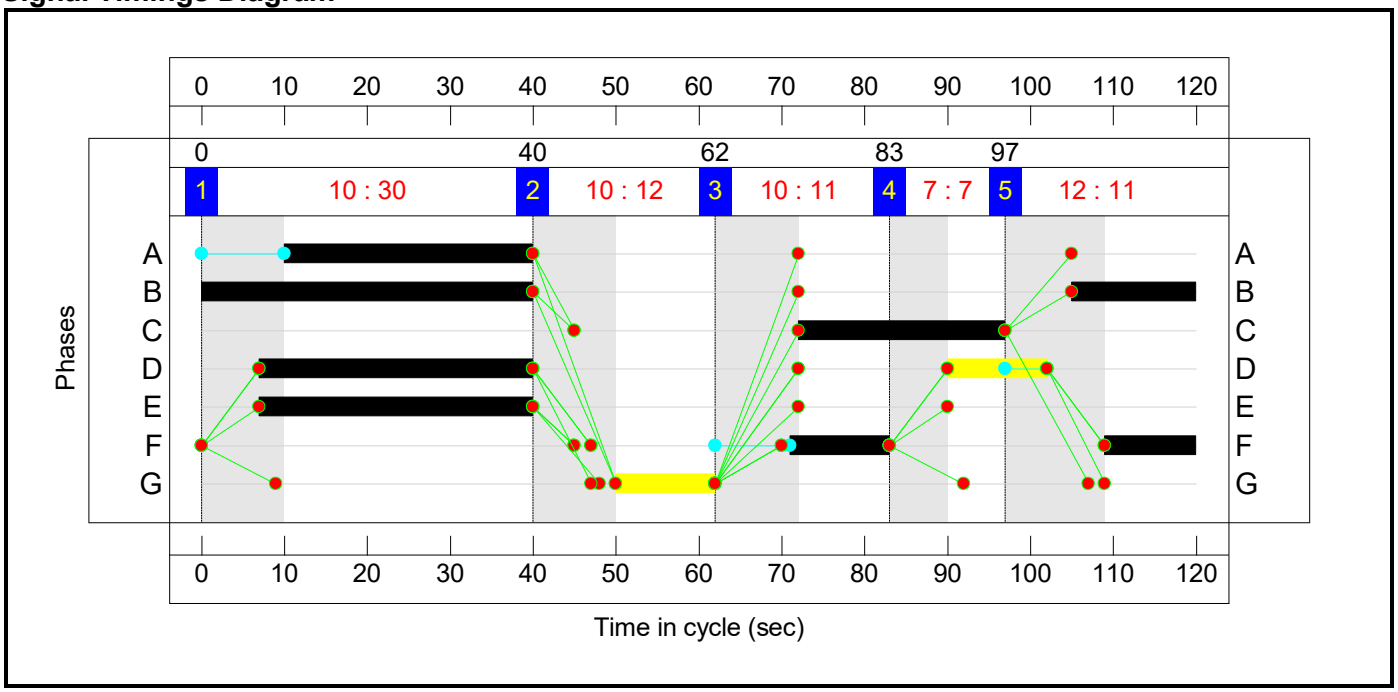
Stage Sequence Diagram



Stage Timings

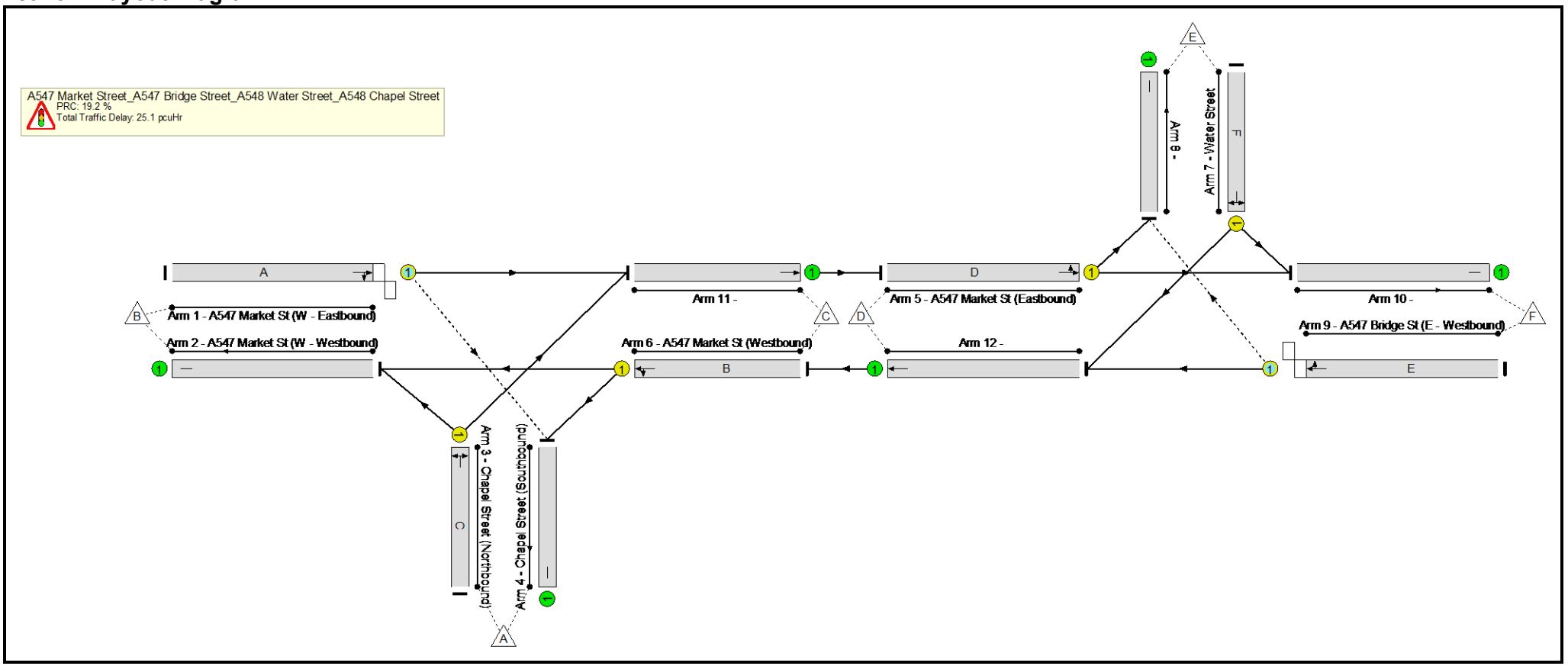
Stage	1	2	3	4	5
Duration	30	12	11	7	11
Change Point	0	40	62	83	97

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**75.5%**
A547 Market Street_A547 Bridge Street_A548 Water Street_A548 Chapel Street	-	-	**N/A**	-	-		-	-	-	-	-	-	**75.5%**
1/1	A547 Market St (W - Eastbound) Right Ahead	O	N/A	N/A	A		1	30	-	321	1936	500	64.2%
2/1	A547 Market St (W - Westbound)	U	N/A	N/A	-		-	-	-	352	Inf	Inf	0.0%
3/1	Chapel Street (Northbound) Left Right	U	N/A	N/A	C		1	25	-	242	1700	368	65.7%
4/1	Chapel Street (Southbound)	U	N/A	N/A	-		-	-	-	269	Inf	Inf	0.0%
5/1	A547 Market St (Eastbound) Left Ahead	U	N/A	N/A	D		2	45	-	473	1908	747	63.3%
6/1	A547 Market St (Westbound) Ahead Left	U	N/A	N/A	B		1	55	-	530	1886	880	60.2%
7/1	Water Street Left Right	U	N/A	N/A	F		2	23	-	262	1710	356	73.5%
8/1		U	N/A	N/A	-		-	-	-	189	Inf	Inf	0.0%
9/1	A547 Bridge St (E - Westbound) Right Ahead	O	N/A	N/A	E		1	33	-	400	1930	530	75.5%
10/1		U	N/A	N/A	-		-	-	-	413	Inf	Inf	0.0%
11/1	Ahead	U	N/A	N/A	-		-	-	-	472	Inf	Inf	0.0%
12/1	Ahead	U	N/A	N/A	-		-	-	-	533	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**95**	**0**	**1**	**18.8**	**6.3**	**0.0**	**25.1**	**-**	**-**	**-**	**-**
A547 Market Street_A547 Bridge Street_A548 Water Street_A548 Chapel Street	**-**	**-**	**95**	**0**	**1**	**18.8**	**6.3**	**0.0**	**25.1**	**-**	**-**	**-**	**-**
1/1	321	321	48	0	0	3.5	0.9	0.0	4.4	49.6	9.5	0.9	10.3
2/1	352	352	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	242	242	-	-	-	2.9	0.9	-	3.8	57.0	7.3	0.9	8.3
4/1	269	269	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	473	473	-	-	-	2.5	0.9	-	3.4	25.6	8.1	0.9	9.0
6/1	530	530	-	-	-	3.5	0.8	-	4.2	28.9	13.1	0.8	13.9
7/1	262	262	-	-	-	2.0	1.4	-	3.3	45.8	6.0	1.4	7.3
8/1	189	189	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	400	400	48	0	0	4.4	1.5	0.0	5.9	53.2	12.1	1.5	13.6
10/1	413	413	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	472	472	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	533	533	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1

PRC for Signalled Lanes (%): 19.2
PRC Over All Lanes (%): 19.2

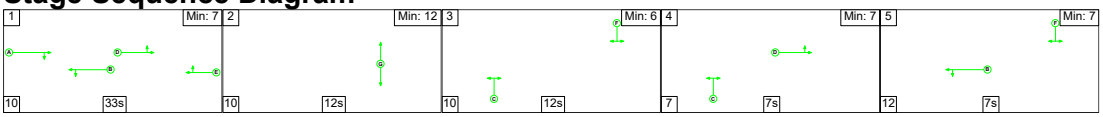
Total Delay for Signalled Lanes (pcuHr): 25.10
Total Delay Over All Lanes(pcuHr): 25.10

Cycle Time (s): 120

Full Input Data And Results

Scenario 9: '2031 Assessment AM' (FG9: '2031 Assessment AM', Plan 1: 'Network Control Plan 1')

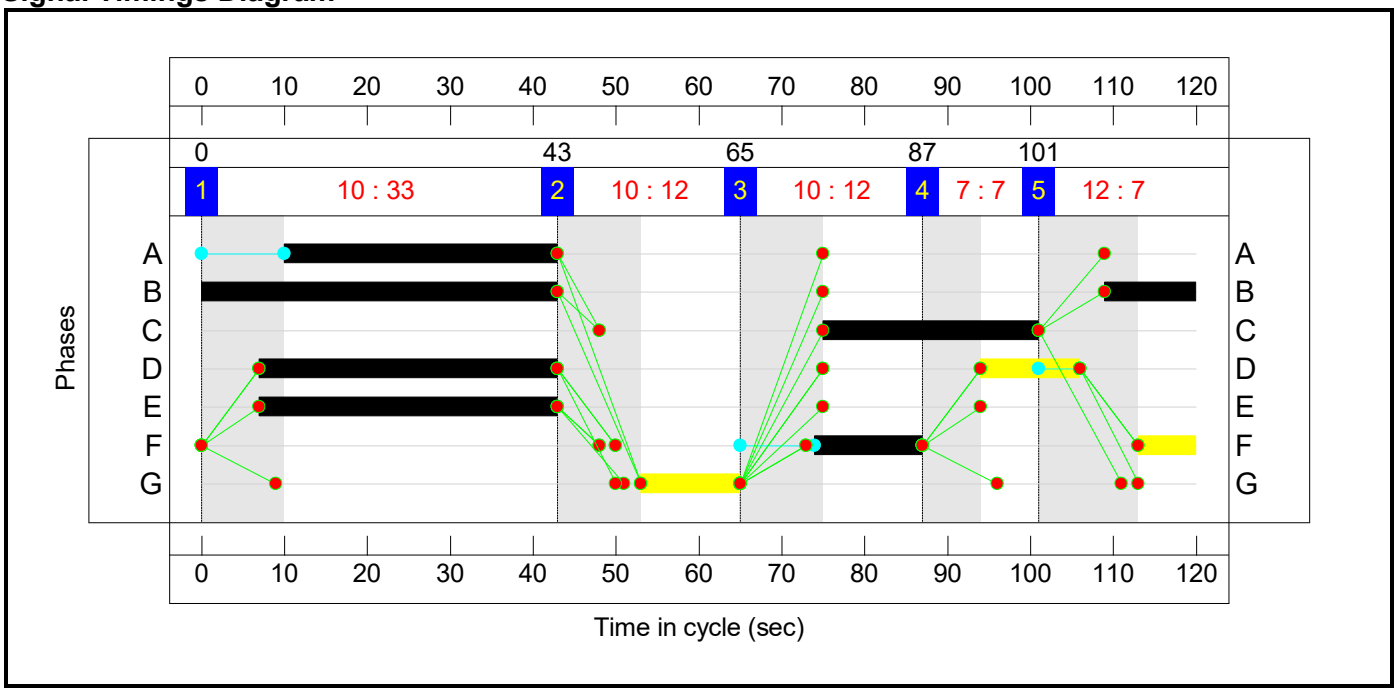
Stage Sequence Diagram



Stage Timings

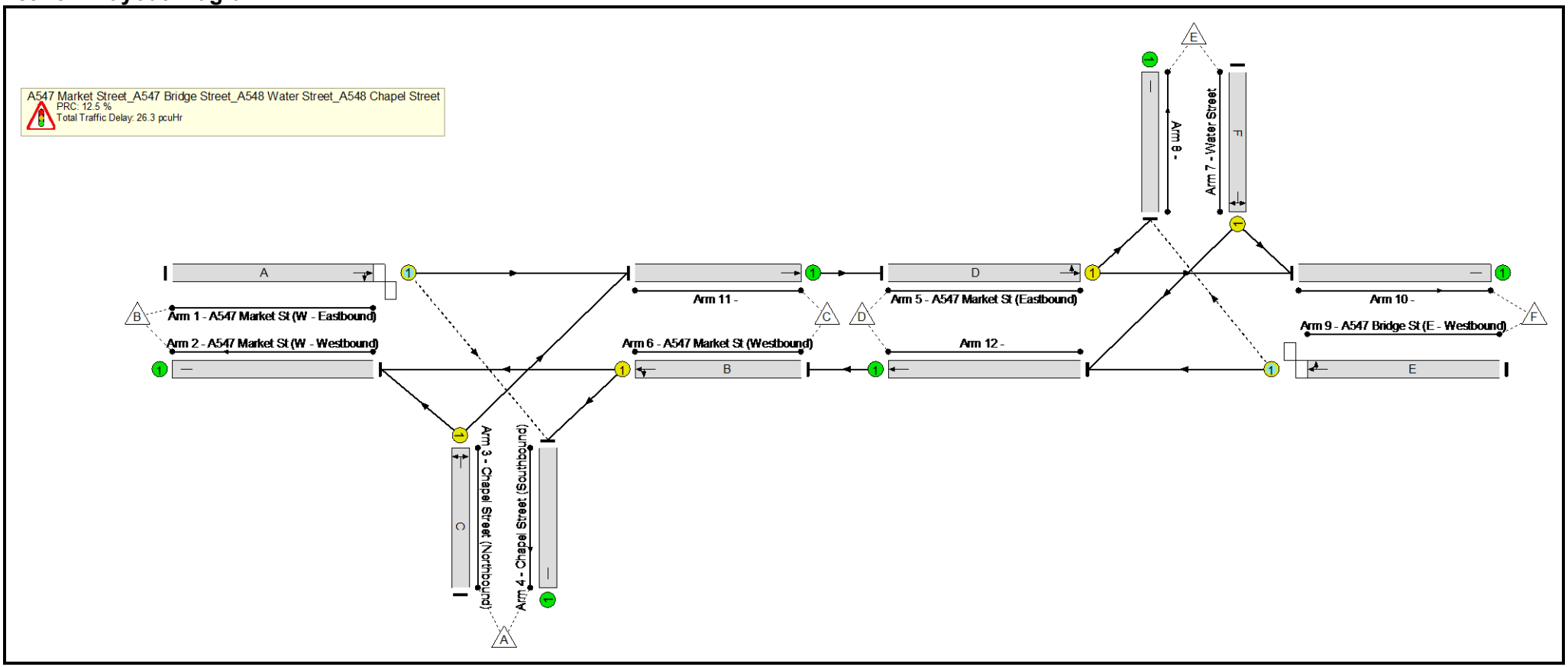
Stage	1	2	3	4	5
Duration	33	12	12	7	7
Change Point	0	43	65	87	101

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**80.0%**
A547 Market Street_A547 Bridge Street_A548 Water Street_A548 Chapel Street	-	-	**N/A**	-	-		-	-	-	-	-	-	**80.0%**
1/1	A547 Market St (W - Eastbound) Right Ahead	O	N/A	N/A	A		1	33	-	298	1939	549	54.2%
2/1	A547 Market St (W - Westbound)	U	N/A	N/A	-		-	-	-	272	Inf	Inf	0.0%
3/1	Chapel Street (Northbound) Left Right	U	N/A	N/A	C		1	26	-	299	1695	381	78.4%
4/1	Chapel Street (Southbound)	U	N/A	N/A	-		-	-	-	262	Inf	Inf	0.0%
5/1	A547 Market St (Eastbound) Left Ahead	U	N/A	N/A	D		2	48	-	521	1916	798	65.3%
6/1	A547 Market St (Westbound) Ahead Left	U	N/A	N/A	B		1	54	-	461	1875	859	53.6%
7/1	Water Street Left Right	U	N/A	N/A	F		2	20	-	243	1712	314	77.4%
8/1		U	N/A	N/A	-		-	-	-	214	Inf	Inf	0.0%
9/1	A547 Bridge St (E - Westbound) Right Ahead	O	N/A	N/A	E		1	36	-	393	1905	491	80.0%
10/1		U	N/A	N/A	-		-	-	-	470	Inf	Inf	0.0%
11/1	Ahead	U	N/A	N/A	-		-	-	-	524	Inf	Inf	0.0%
12/1	Ahead	U	N/A	N/A	-		-	-	-	473	Inf	Inf	0.0%

Full Input Data And Results

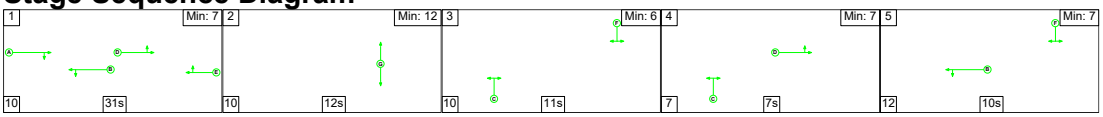
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**121**	**0**	**1**	**18.8**	**7.4**	**0.1**	**26.3**	**-**	**-**	**-**	**-**
A547 Market Street_A547 Bridge Street_A548 Water Street_A548 Chapel Street	**-**	**-**	**121**	**0**	**1**	**18.8**	**7.4**	**0.1**	**26.3**	**-**	**-**	**-**	**-**
1/1	298	298	40	0	0	3.0	0.6	0.0	3.6	43.6	8.4	0.6	9.0
2/1	272	272	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	299	299	-	-	-	3.6	1.7	-	5.4	64.7	9.3	1.7	11.0
4/1	262	262	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	521	521	-	-	-	2.9	0.9	-	3.8	26.5	9.1	0.9	10.1
6/1	461	461	-	-	-	3.0	0.6	-	3.6	27.9	11.0	0.6	11.6
7/1	243	243	-	-	-	2.0	1.6	-	3.6	53.2	5.7	1.6	7.4
8/1	214	214	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	393	393	81	0	1	4.3	1.9	0.1	6.3	57.6	12.2	1.9	14.2
10/1	470	470	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	524	524	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	473	473	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 12.5 Total Delay for Signalled Lanes (pcuHr): 26.26 Cycle Time (s): 120
PRC Over All Lanes (%): 12.5 Total Delay Over All Lanes(pcuHr): 26.26

Full Input Data And Results

Scenario 10: '2031 Assessment PM' (FG10: '2031 Assessment PM', Plan 1: 'Network Control Plan 1')

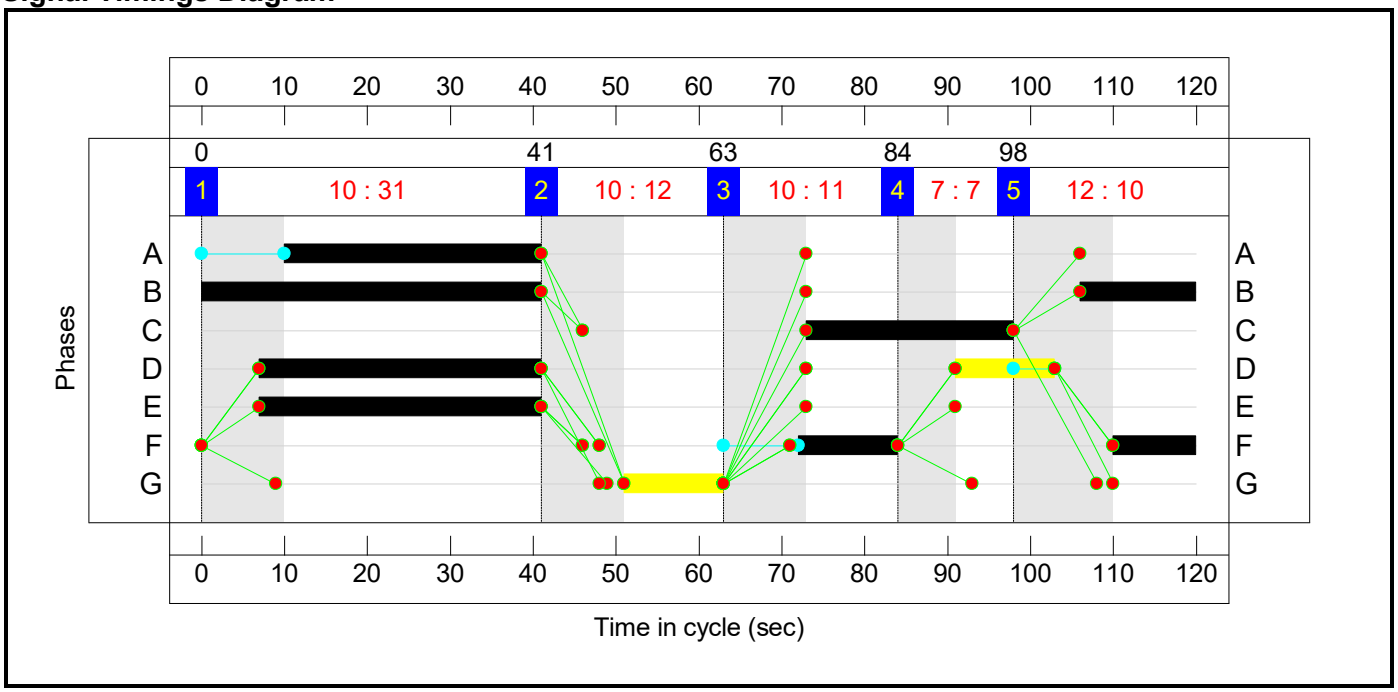
Stage Sequence Diagram



Stage Timings

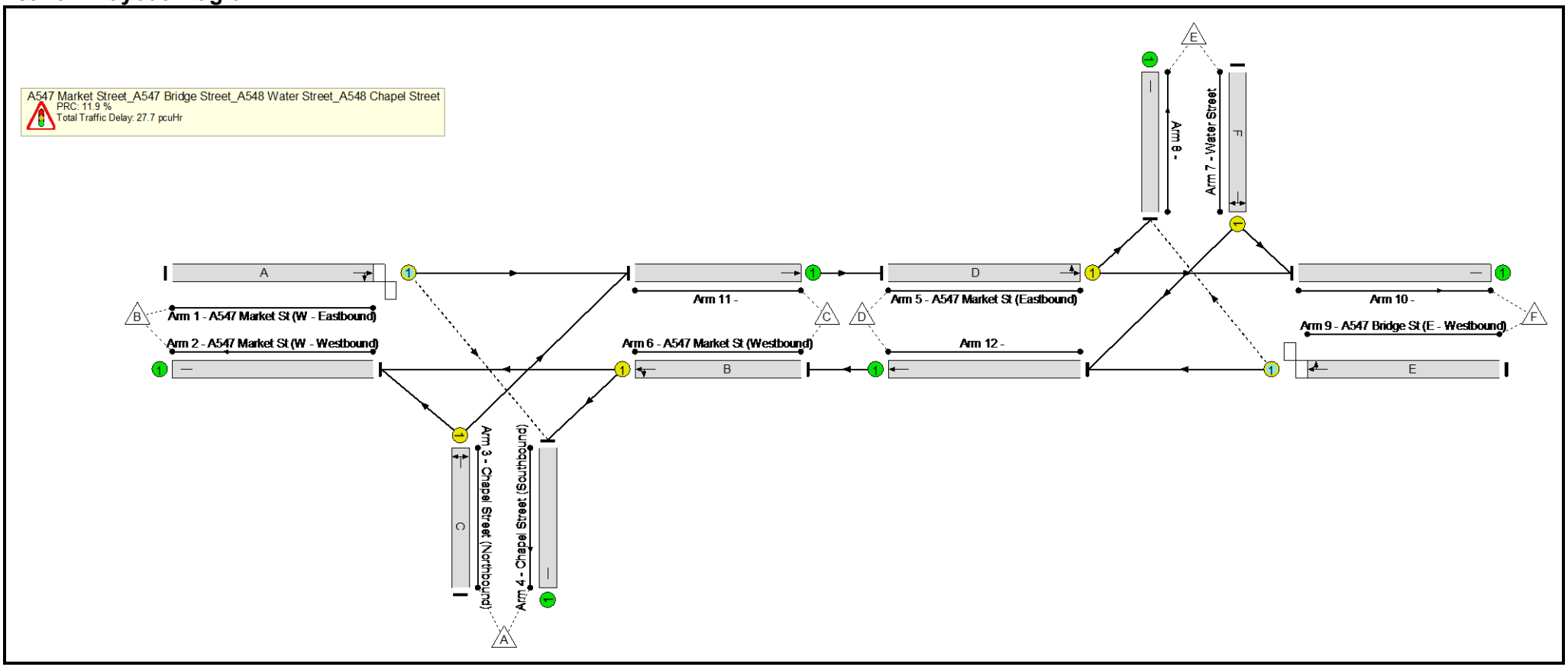
Stage	1	2	3	4	5
Duration	31	12	11	7	10
Change Point	0	41	63	84	98

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**80.5%**
A547 Market Street_A547 Bridge Street_A548 Water Street_A548 Chapel Street	-	-	**N/A**	-	-		-	-	-	-	-	-	**80.5%**
1/1	A547 Market St (W - Eastbound) Right Ahead	O	N/A	N/A	A		1	31	-	339	1936	516	65.7%
2/1	A547 Market St (W - Westbound)	U	N/A	N/A	-		-	-	-	372	Inf	Inf	0.0%
3/1	Chapel Street (Northbound) Left Right	U	N/A	N/A	C		1	25	-	255	1700	368	69.2%
4/1	Chapel Street (Southbound)	U	N/A	N/A	-		-	-	-	284	Inf	Inf	0.0%
5/1	A547 Market St (Eastbound) Left Ahead	U	N/A	N/A	D		2	46	-	501	1908	763	65.6%
6/1	A547 Market St (Westbound) Ahead Left	U	N/A	N/A	B		1	55	-	561	1886	880	63.7%
7/1	Water Street Left Right	U	N/A	N/A	F		2	22	-	275	1709	342	80.5%
8/1		U	N/A	N/A	-		-	-	-	199	Inf	Inf	0.0%
9/1	A547 Bridge St (E - Westbound) Right Ahead	O	N/A	N/A	E		1	34	-	422	1931	540	78.2%
10/1		U	N/A	N/A	-		-	-	-	434	Inf	Inf	0.0%
11/1	Ahead	U	N/A	N/A	-		-	-	-	499	Inf	Inf	0.0%
12/1	Ahead	U	N/A	N/A	-		-	-	-	565	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**98**	**0**	**1**	**20.1**	**7.6**	**0.1**	**27.7**	**-**	**-**	**-**	**-**
A547 Market Street_A547 Bridge Street_A548 Water Street_A548 Chapel Street	**-**	**-**	**98**	**0**	**1**	**20.1**	**7.6**	**0.1**	**27.7**	**-**	**-**	**-**	**-**
1/1	339	339	50	0	0	3.7	0.9	0.0	4.6	49.3	10.0	0.9	10.9
2/1	372	372	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	255	255	-	-	-	3.1	1.1	-	4.2	58.9	7.8	1.1	8.9
4/1	284	284	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	501	501	-	-	-	2.8	0.9	-	3.7	26.6	8.6	0.9	9.6
6/1	561	561	-	-	-	3.8	0.9	-	4.7	29.9	14.2	0.9	15.1
7/1	275	275	-	-	-	2.2	1.9	-	4.2	54.4	6.4	1.9	8.4
8/1	199	199	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	422	422	49	0	0	4.6	1.7	0.1	6.4	54.3	12.9	1.7	14.6
10/1	434	434	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	499	499	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	565	565	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1

PRC for Signalled Lanes (%): 11.9
PRC Over All Lanes (%): 11.9

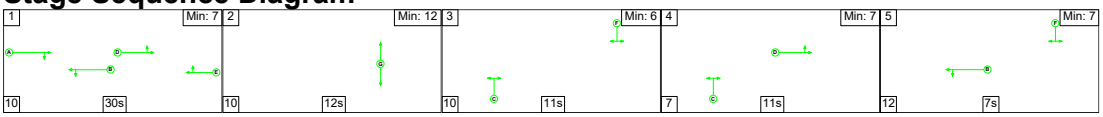
Total Delay for Signalled Lanes (pcuHr): 27.70
Total Delay Over All Lanes(pcuHr): 27.70

Cycle Time (s): 120

Full Input Data And Results

Scenario 11: '2036 Assessment AM' (FG11: '2036 Assessment AM', Plan 1: 'Network Control Plan 1')

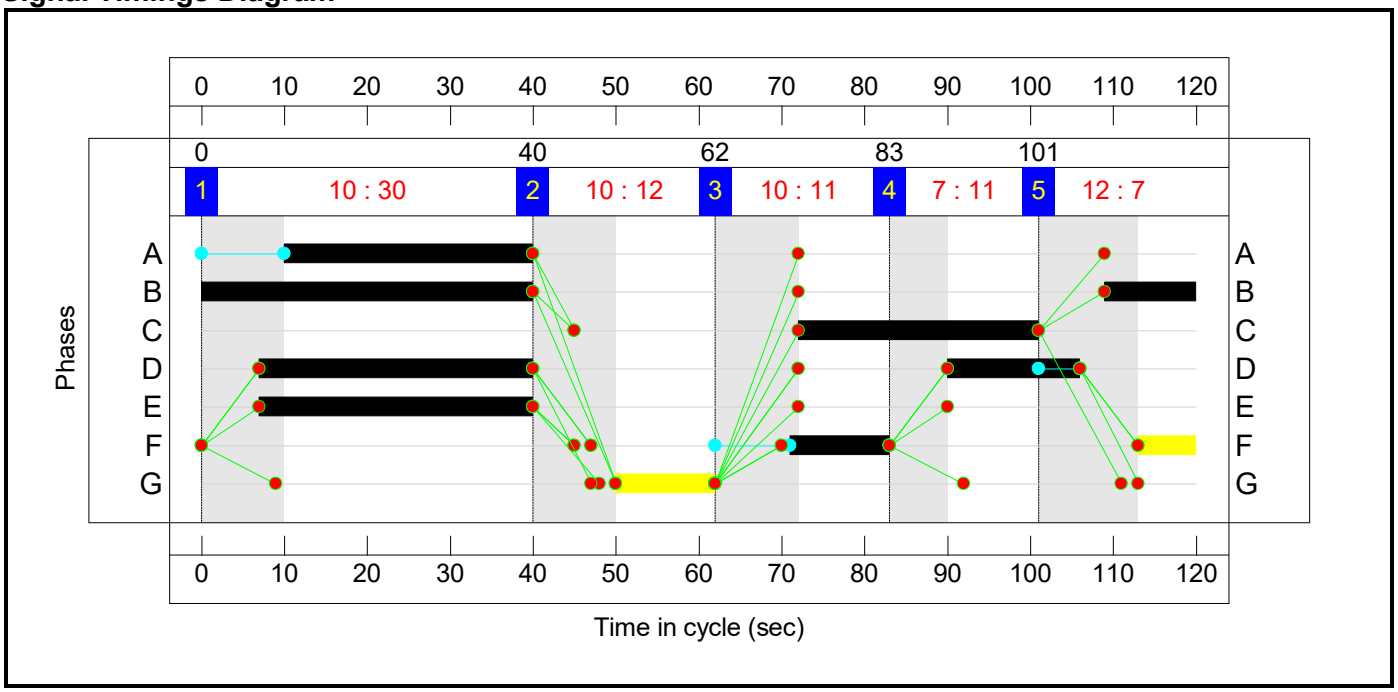
Stage Sequence Diagram



Stage Timings

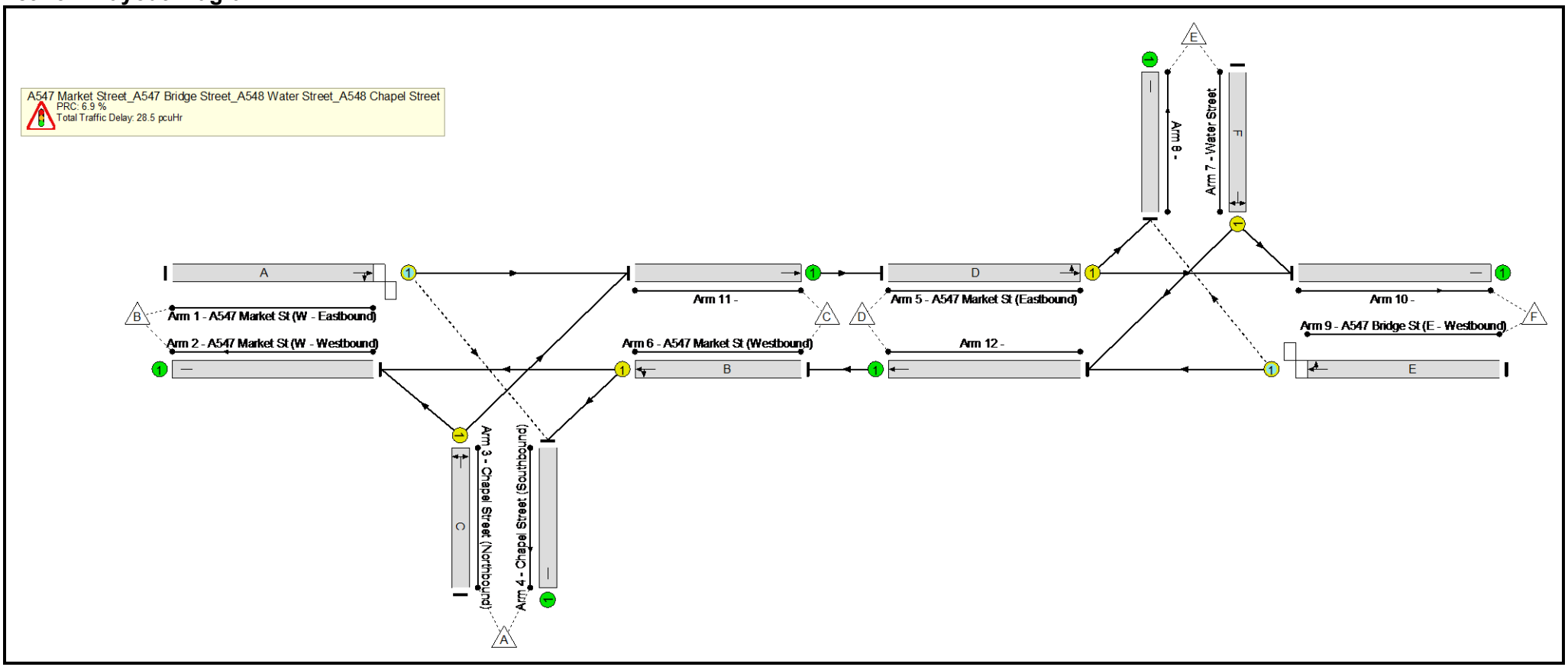
Stage	1	2	3	4	5
Duration	30	12	11	11	7
Change Point	0	40	62	83	101

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**84.2%**
A547 Market Street_A547 Bridge Street_A548 Water Street_A548 Chapel Street	-	-	**N/A**	-	-		-	-	-	-	-	-	**84.2%**
1/1	A547 Market St (W - Eastbound) Right Ahead	O	N/A	N/A	A		1	30	-	311	1939	501	62.1%
2/1	A547 Market St (W - Westbound)	U	N/A	N/A	-		-	-	-	285	Inf	Inf	0.0%
3/1	Chapel Street (Northbound) Left Right	U	N/A	N/A	C		1	29	-	313	1695	424	73.9%
4/1	Chapel Street (Southbound)	U	N/A	N/A	-		-	-	-	273	Inf	Inf	0.0%
5/1	A547 Market St (Eastbound) Left Ahead	U	N/A	N/A	D		2	49	-	544	1916	814	66.8%
6/1	A547 Market St (Westbound) Ahead Left	U	N/A	N/A	B		1	51	-	482	1875	812	59.3%
7/1	Water Street Left Right	U	N/A	N/A	F		2	19	-	252	1711	299	84.2%
8/1		U	N/A	N/A	-		-	-	-	222	Inf	Inf	0.0%
9/1	A547 Bridge St (E - Westbound) Right Ahead	O	N/A	N/A	E		1	33	-	409	1906	493	83.0%
10/1		U	N/A	N/A	-		-	-	-	489	Inf	Inf	0.0%
11/1	Ahead	U	N/A	N/A	-		-	-	-	548	Inf	Inf	0.0%
12/1	Ahead	U	N/A	N/A	-		-	-	-	494	Inf	Inf	0.0%

Full Input Data And Results

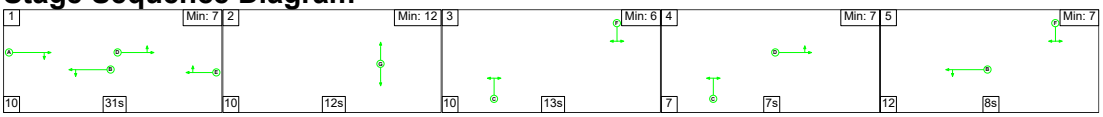
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**124**	**0**	**1**	**19.7**	**8.6**	**0.1**	**28.5**	**-**	**-**	**-**	**-**
A547 Market Street_A547 Bridge Street_A548 Water Street_A548 Chapel Street	**-**	**-**	**124**	**0**	**1**	**19.7**	**8.6**	**0.1**	**28.5**	**-**	**-**	**-**	**-**
1/1	311	311	41	0	0	3.4	0.8	0.0	4.2	48.8	9.2	0.8	10.0
2/1	285	285	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	313	313	-	-	-	3.6	1.4	-	5.0	57.3	9.6	1.4	10.9
4/1	273	273	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	544	544	-	-	-	2.7	1.0	-	3.7	24.3	10.0	1.0	11.0
6/1	482	482	-	-	-	3.5	0.7	-	4.2	31.4	12.2	0.7	12.9
7/1	252	252	-	-	-	2.0	2.4	-	4.4	62.5	5.7	2.4	8.2
8/1	222	222	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	409	409	83	0	1	4.6	2.3	0.1	7.0	61.9	12.8	2.3	15.2
10/1	489	489	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	548	548	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	494	494	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 6.9 Total Delay for Signalled Lanes (pcuHr): 28.48 Cycle Time (s): 120
PRC Over All Lanes (%): 6.9 Total Delay Over All Lanes(pcuHr): 28.48

Full Input Data And Results

Scenario 12: '2036 Assessment PM' (FG12: '2036 Assessment PM', Plan 1: 'Network Control Plan 1')

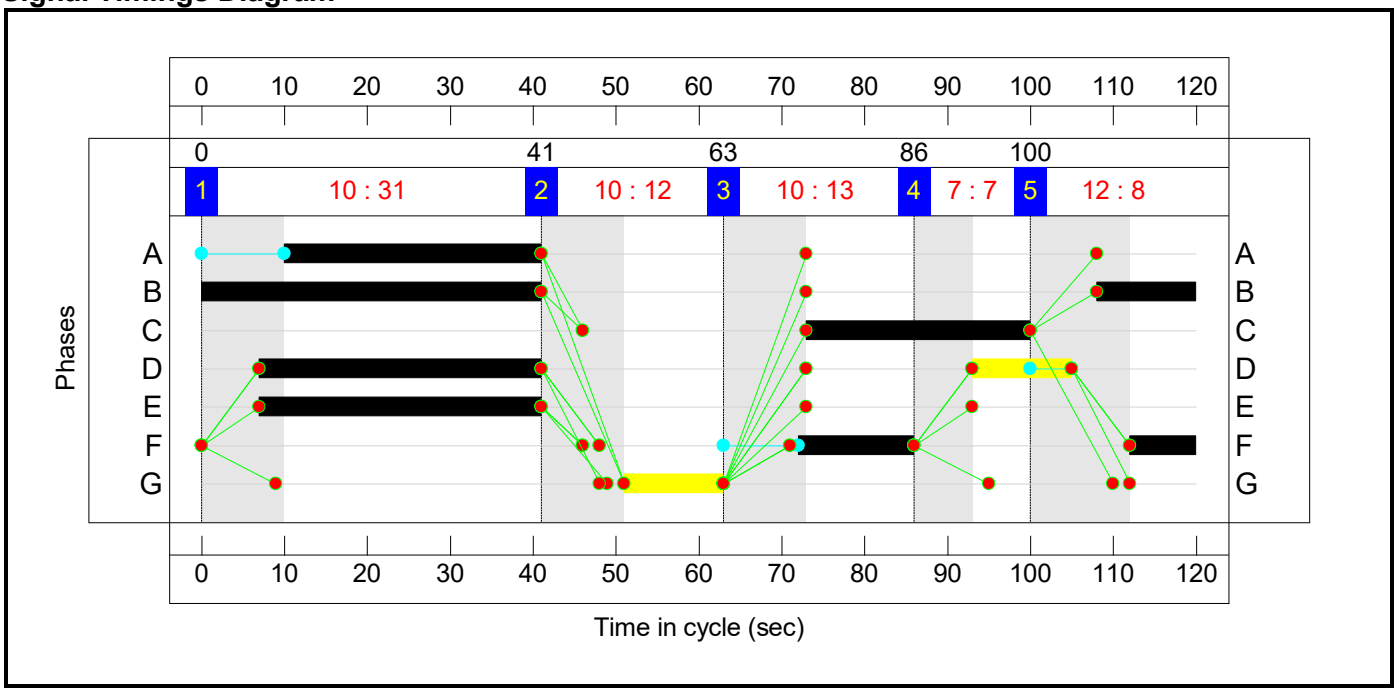
Stage Sequence Diagram



Stage Timings

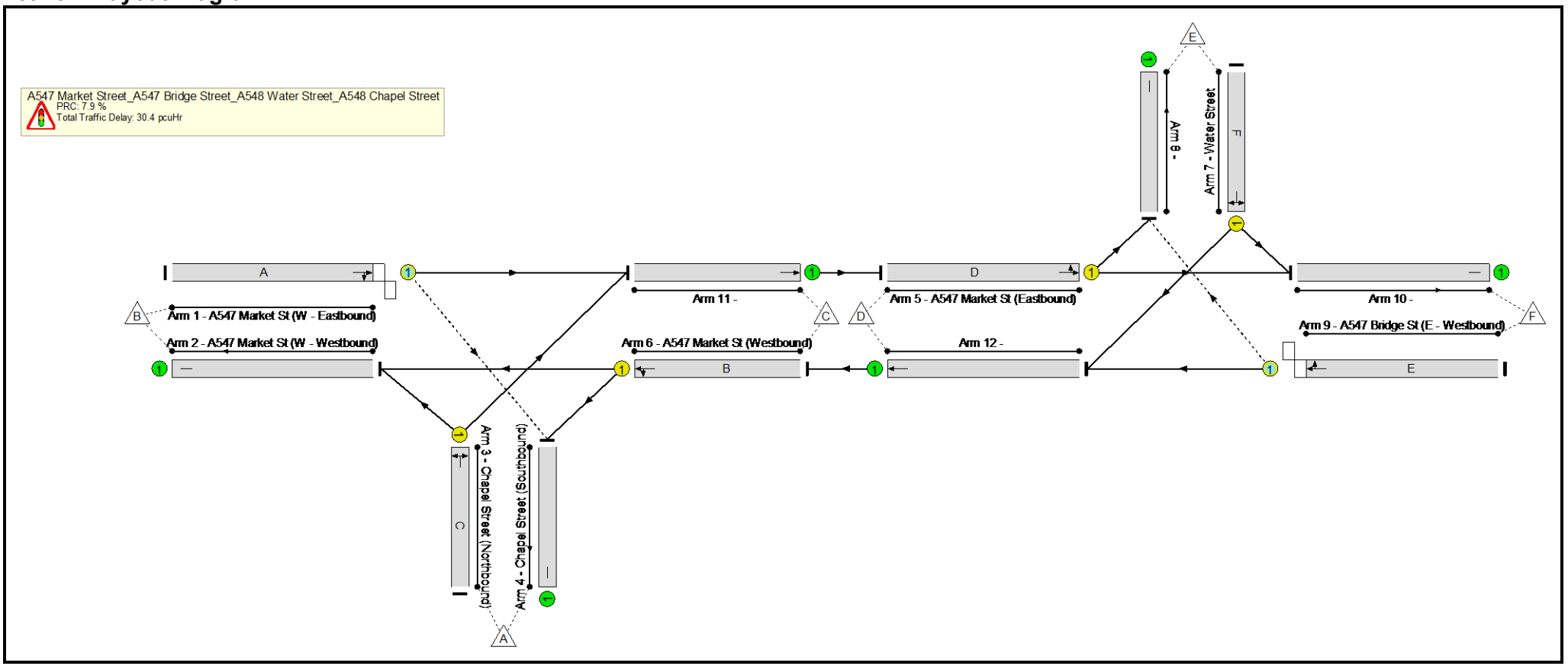
Stage	1	2	3	4	5
Duration	31	12	13	7	8
Change Point	0	41	63	86	100

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**83.4%**
A547 Market Street_A547 Bridge Street_A548 Water Street_A548 Chapel Street	-	-	**N/A**	-	-		-	-	-	-	-	-	**83.4%**
1/1	A547 Market St (W - Eastbound) Right Ahead	O	N/A	N/A	A		1	31	-	355	1936	502	70.7%
2/1	A547 Market St (W - Westbound)	U	N/A	N/A	-		-	-	-	388	Inf	Inf	0.0%
3/1	Chapel Street (Northbound) Left Right	U	N/A	N/A	C		1	27	-	266	1700	397	67.1%
4/1	Chapel Street (Southbound)	U	N/A	N/A	-		-	-	-	296	Inf	Inf	0.0%
5/1	A547 Market St (Eastbound) Left Ahead	U	N/A	N/A	D		2	46	-	522	1908	763	68.4%
6/1	A547 Market St (Westbound) Ahead Left	U	N/A	N/A	B		1	53	-	584	1887	849	68.8%
7/1	Water Street Left Right	U	N/A	N/A	F		2	22	-	285	1709	342	83.4%
8/1		U	N/A	N/A	-		-	-	-	206	Inf	Inf	0.0%
9/1	A547 Bridge St (E - Westbound) Right Ahead	O	N/A	N/A	E		1	34	-	439	1932	537	81.8%
10/1		U	N/A	N/A	-		-	-	-	451	Inf	Inf	0.0%
11/1	Ahead	U	N/A	N/A	-		-	-	-	521	Inf	Inf	0.0%
12/1	Ahead	U	N/A	N/A	-		-	-	-	589	Inf	Inf	0.0%

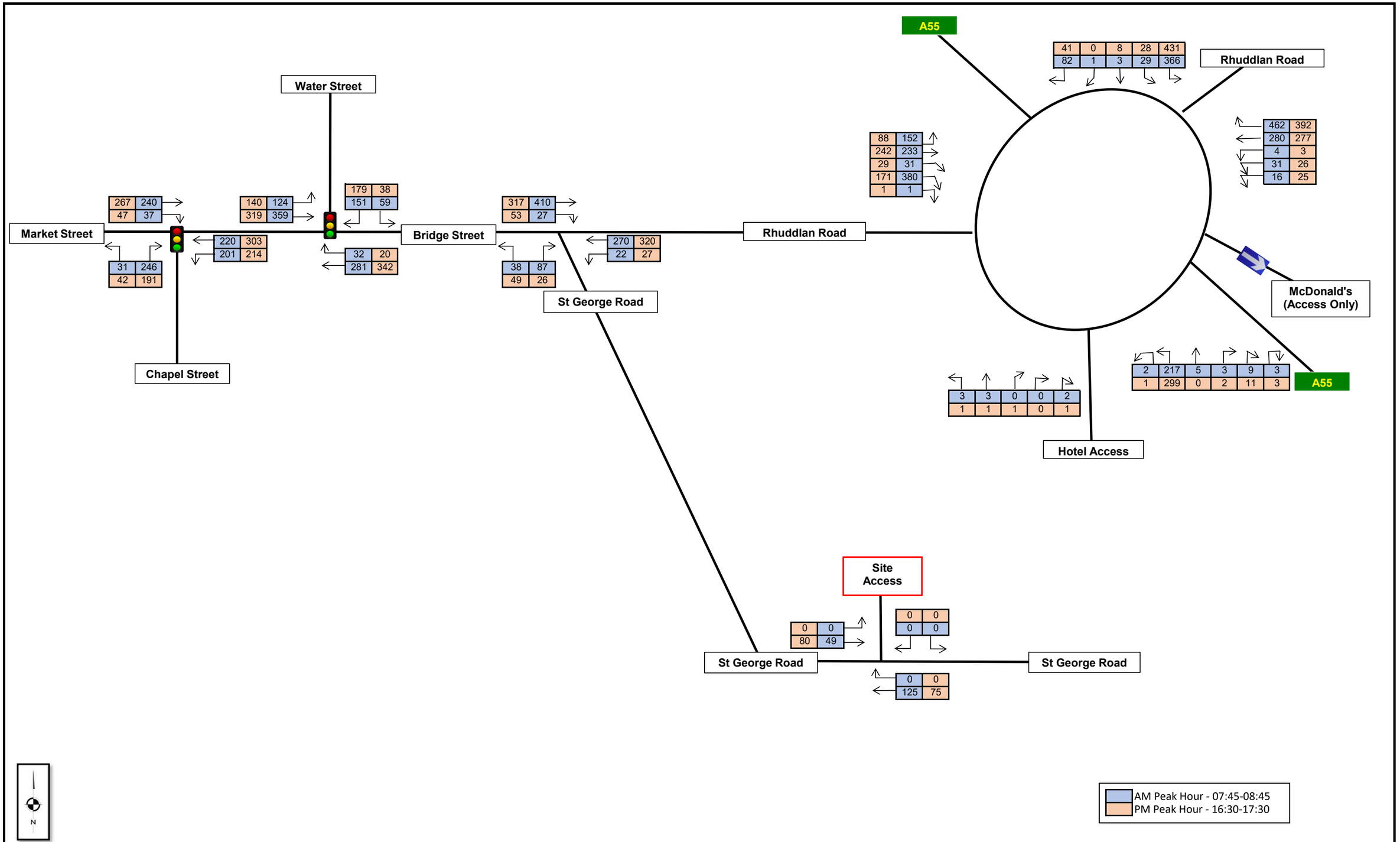
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**102**	**0**	**1**	**21.5**	**8.8**	**0.1**	**30.4**	**-**	**-**	**-**	**-**
A547 Market Street_A547 Bridge Street_A548 Water Street_A548 Chapel Street	**-**	**-**	**102**	**0**	**1**	**21.5**	**8.8**	**0.1**	**30.4**	**-**	**-**	**-**	**-**
1/1	355	355	53	0	0	3.9	1.2	0.0	5.2	52.3	10.7	1.2	11.9
2/1	388	388	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	266	266	-	-	-	3.1	1.0	-	4.1	55.4	8.1	1.0	9.1
4/1	296	296	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	522	522	-	-	-	3.1	1.1	-	4.2	28.8	9.3	1.1	10.4
6/1	584	584	-	-	-	4.3	1.1	-	5.4	33.0	15.4	1.1	16.5
7/1	285	285	-	-	-	2.2	2.3	-	4.6	57.6	6.7	2.3	9.0
8/1	206	206	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	439	439	50	0	0	4.8	2.2	0.1	7.0	57.7	13.7	2.2	15.8
10/1	451	451	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	521	521	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	589	589	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

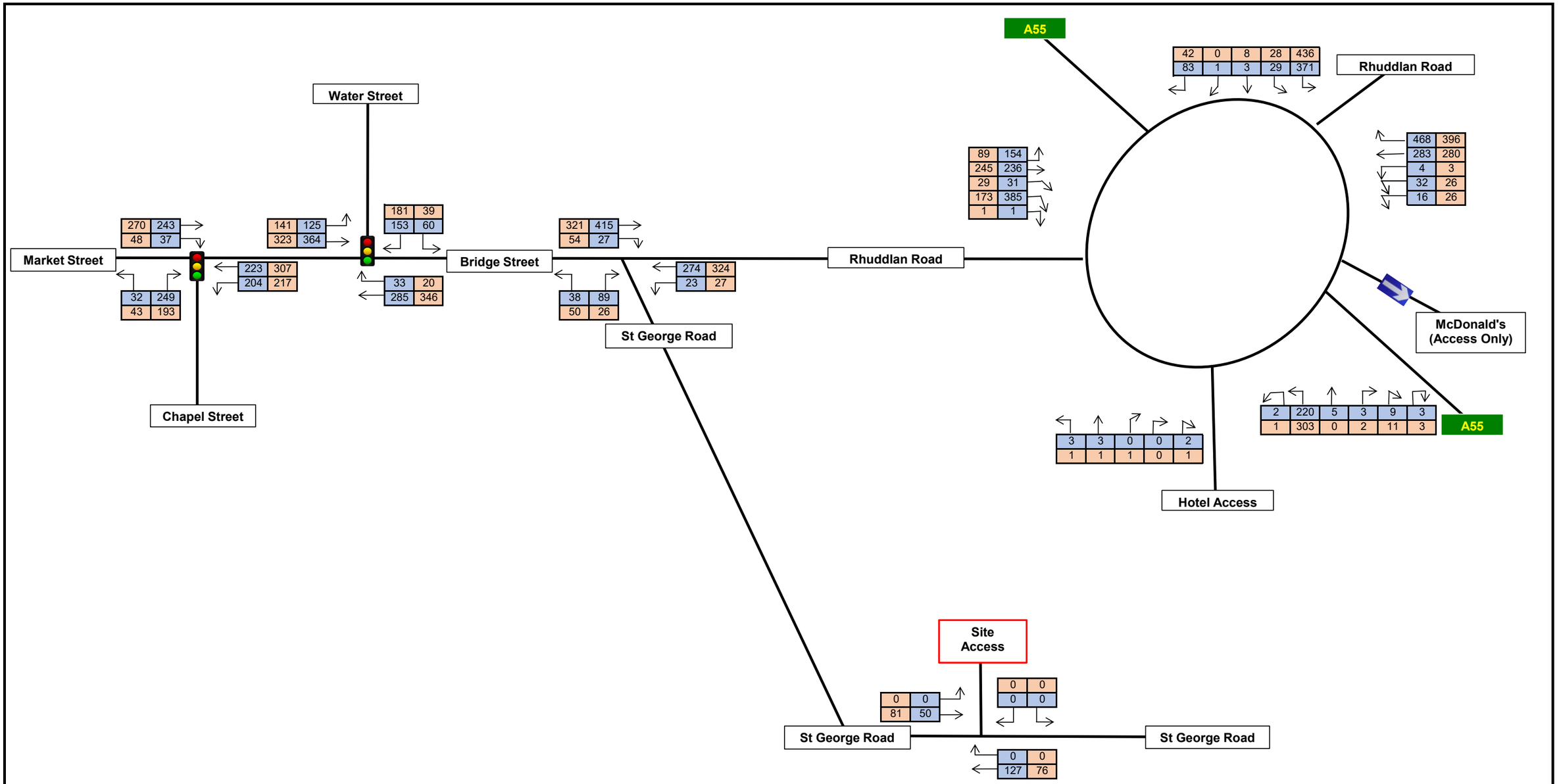
C1 PRC for Signalled Lanes (%): 7.9 Total Delay for Signalled Lanes (pcuHr): 30.38 Cycle Time (s): 120
PRC Over All Lanes (%): 7.9 Total Delay Over All Lanes(pcuHr): 30.38

S|C|P

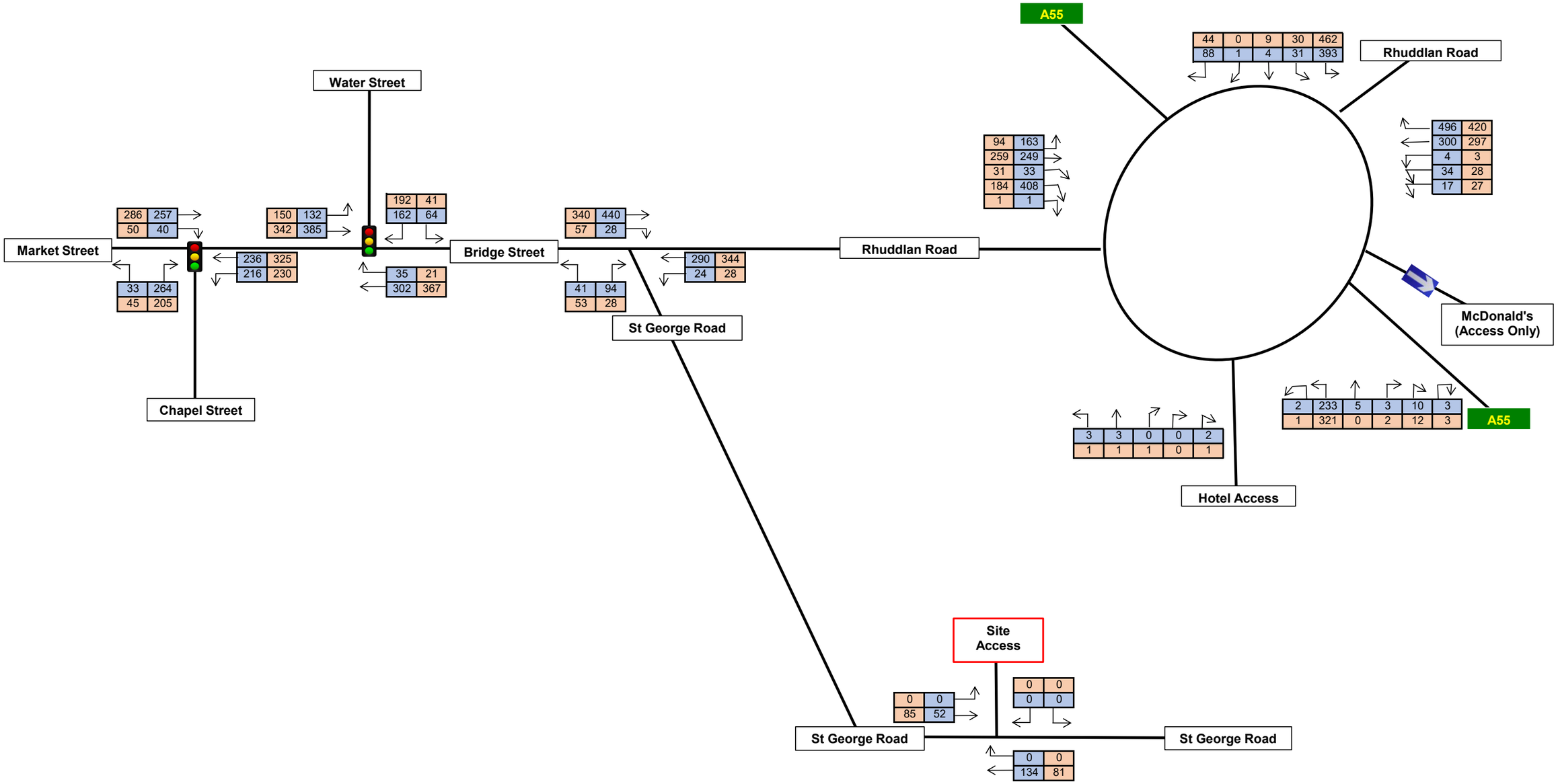
FIGURES



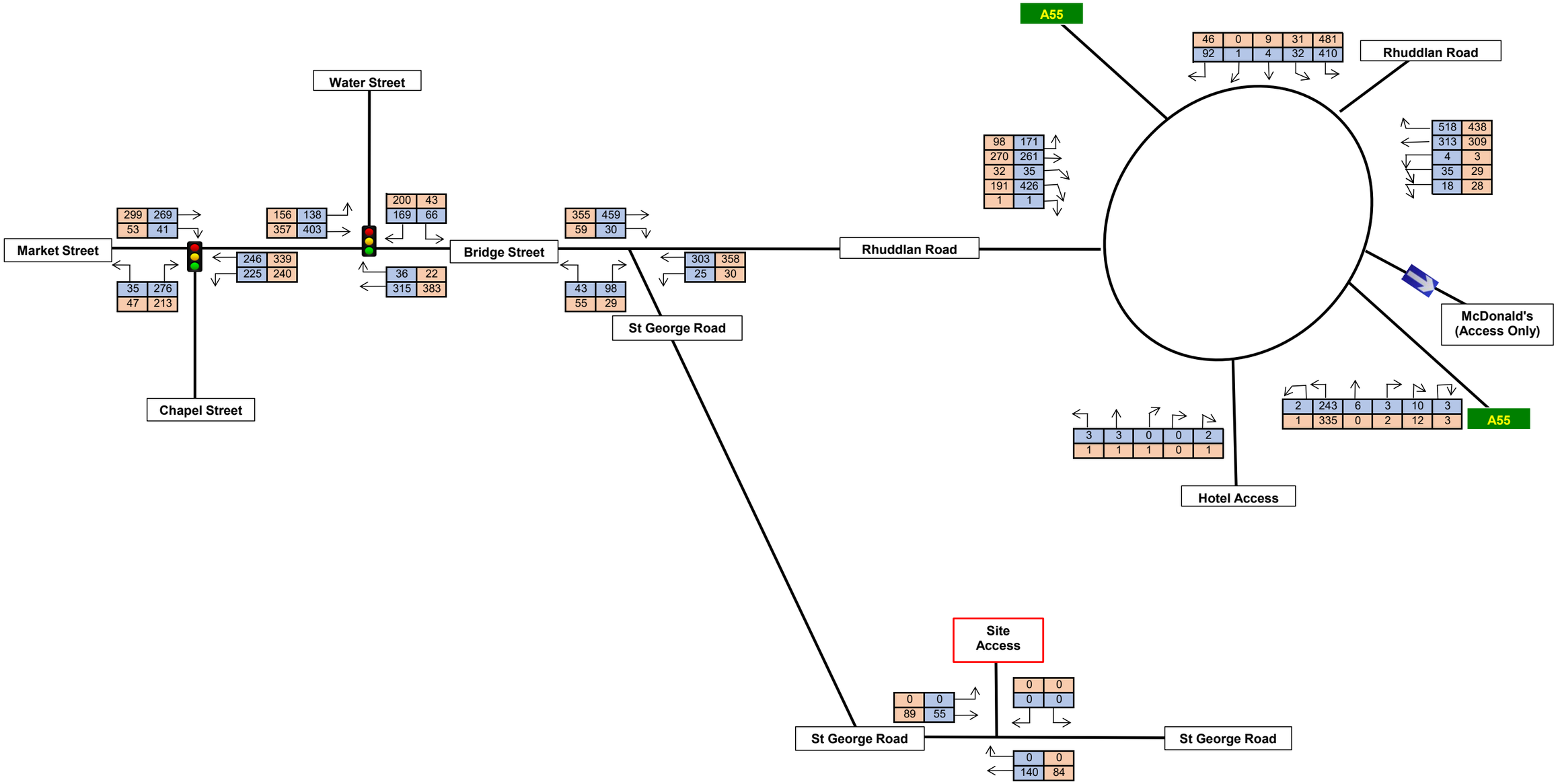
S C P Transportation Planning : Infrastructure Design	2025 Surveyed Traffic Flows (PCU)	02 November 2026
	Proposed Residential Development, A547 Rhuddlan Road, Abergele	Job Number - SCP/251288
		Traffic Figure 1



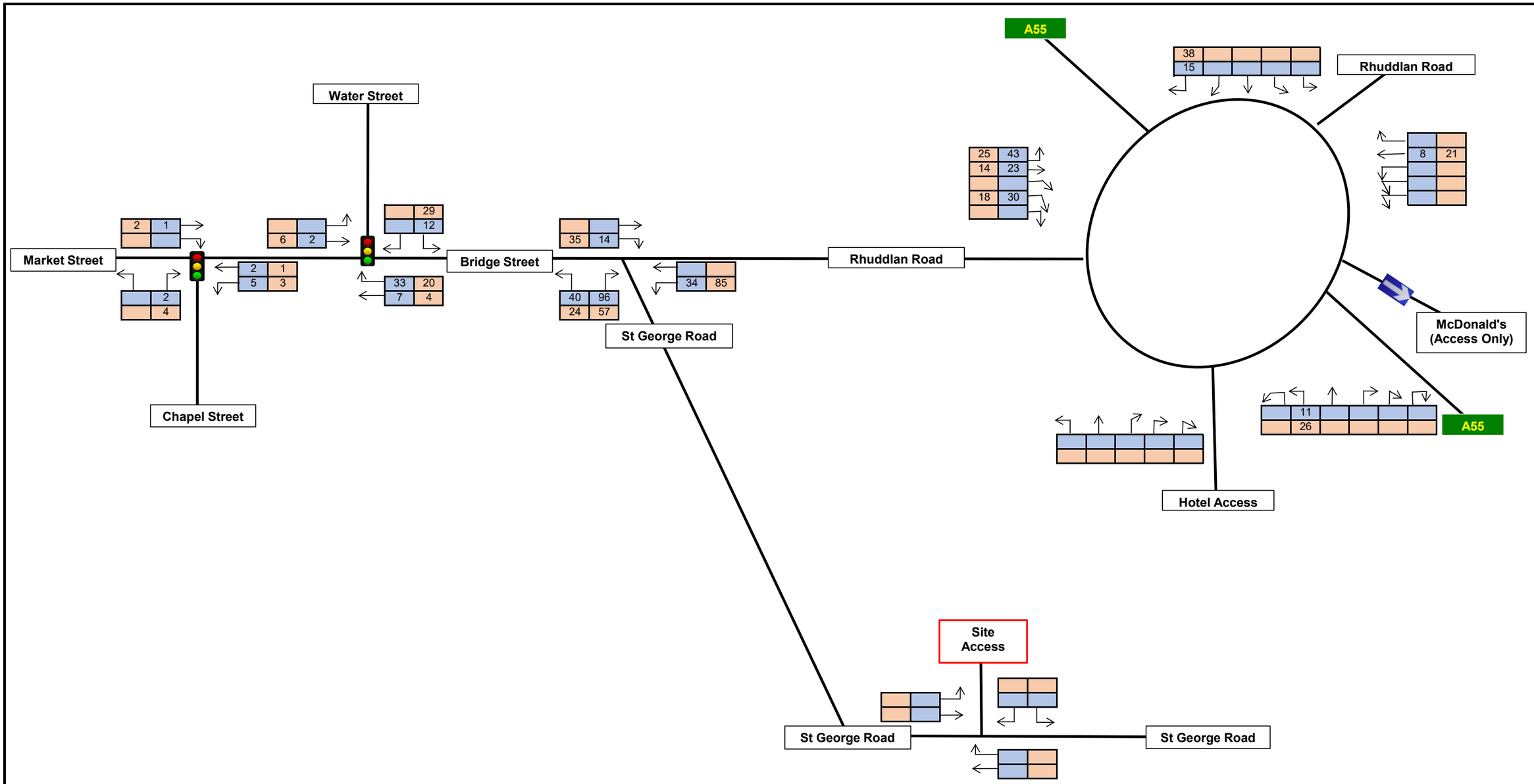
S|C|P Transportation Planning : Infrastructure Design	**2026 Factored Traffic Flows (PCU)**	**02 November 2026**
		Job Number - SCP/251288
	Proposed Residential Development, A547 Rhuddlan Road, Abergele	**Traffic Figure 2**



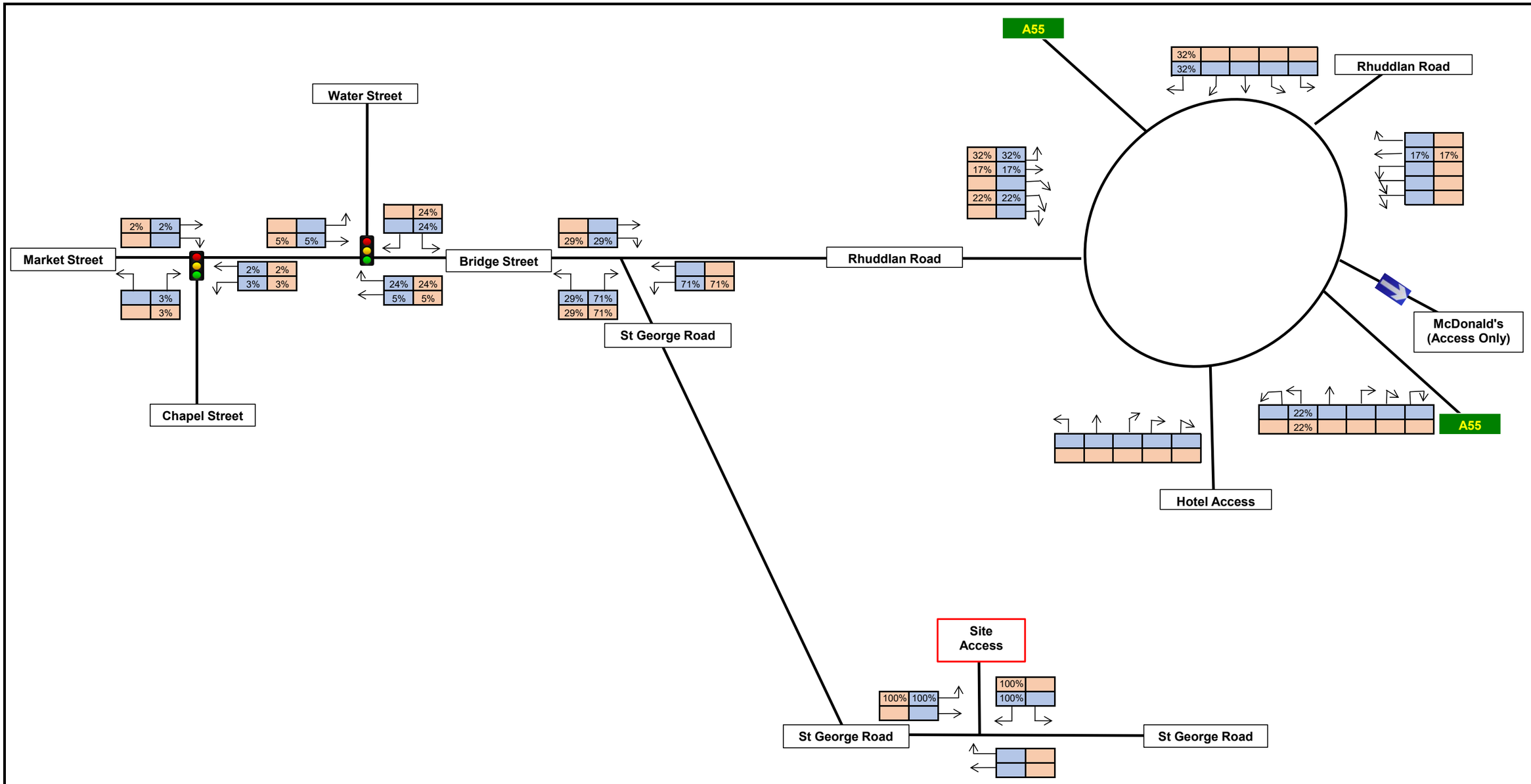
S C P Transportation Planning : Infrastructure Design	**2031 Factored Traffic Flows (PCU)**	**02 November 2026**
		Job Number - SCP/251288
	Proposed Residential Development, A547 Rhuddlan Road, Abergele	**Traffic Figure 3**



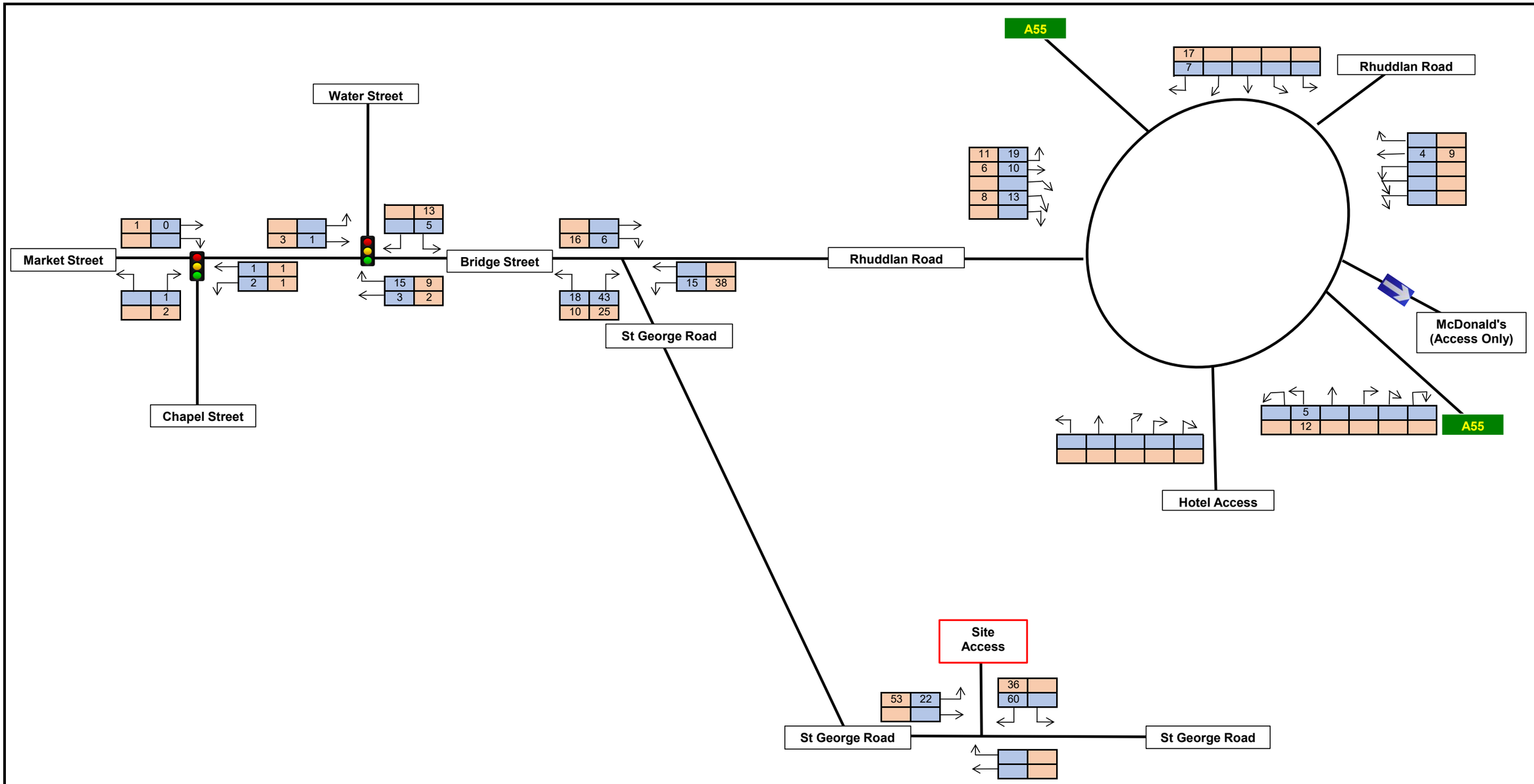
S C P Transportation Planning : Infrastructure Design	**2036 Factored Traffic Flows (PCU)**	**02 November 2026**
		Job Number - SCP/251288
	Proposed Residential Development, A547 Rhuddlan Road, Abergele	**Traffic Figure 4**



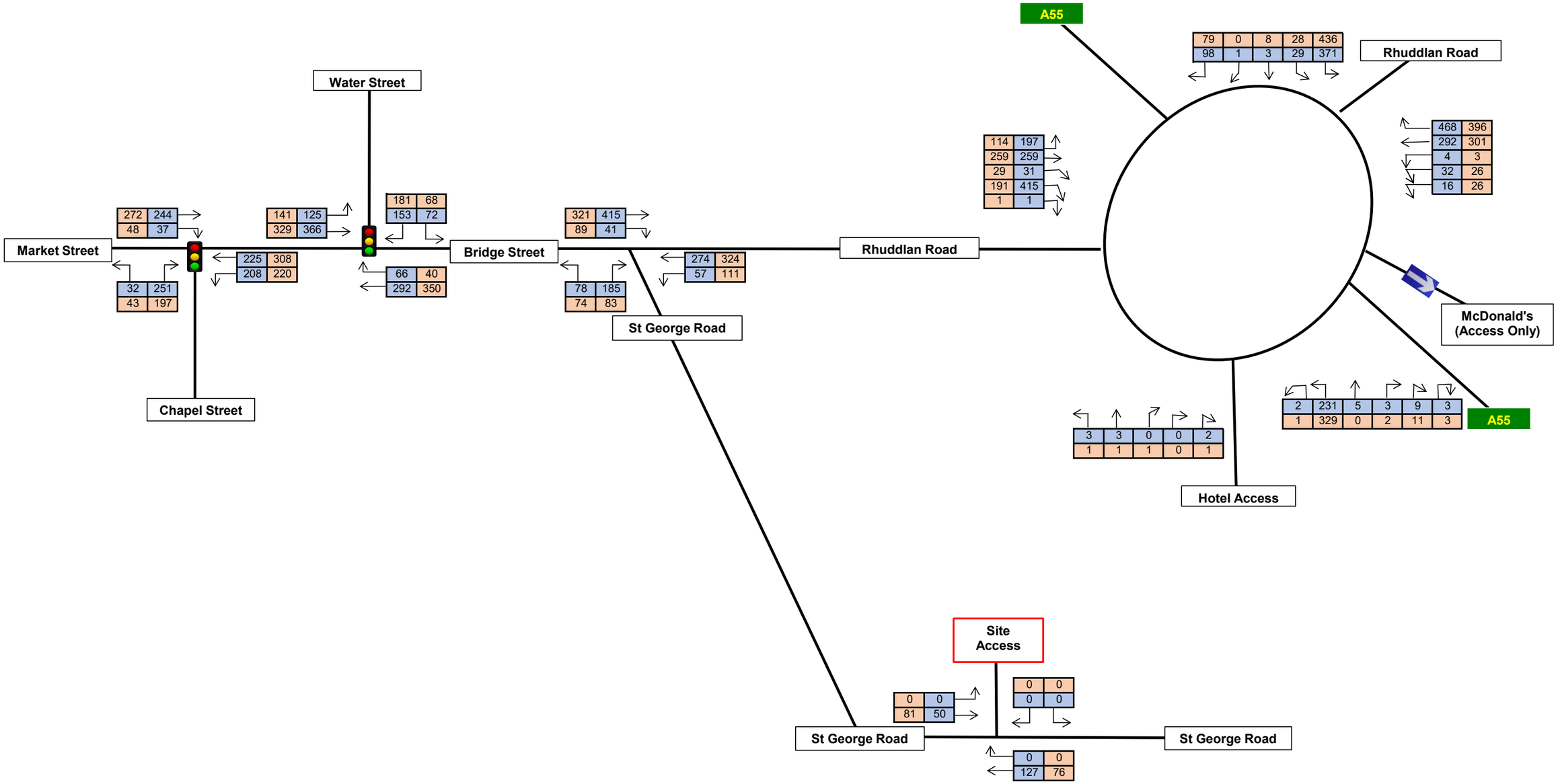
S C P Transportation Planning : Infrastructure Design	**Application Reference 0/51041 Traffic Flows (PCU)**	**02 November 2026**
		Job Number - SCP/251288
	Proposed Residential Development, A547 Rhuddlan Road, Abergele	**Traffic Figure 5**



SCP Transportation Planning : Infrastructure Design	**Proposed Traffic Distribution**	**02 November 2026**
		Job Number - SCP/251288
	Proposed Residential Development, A547 Rhuddlan Road, Abergele	**Traffic Figure 6**



S C P Transportation Planning : Infrastructure Design	**Proposed Traffic Generation**	**02 November 2026**
		Job Number - SCP/251288
	Proposed Residential Development, A547 Rhuddlan Road, Abergele	**Traffic Figure 7**



S C P
Transportation Planning : Infrastructure Design

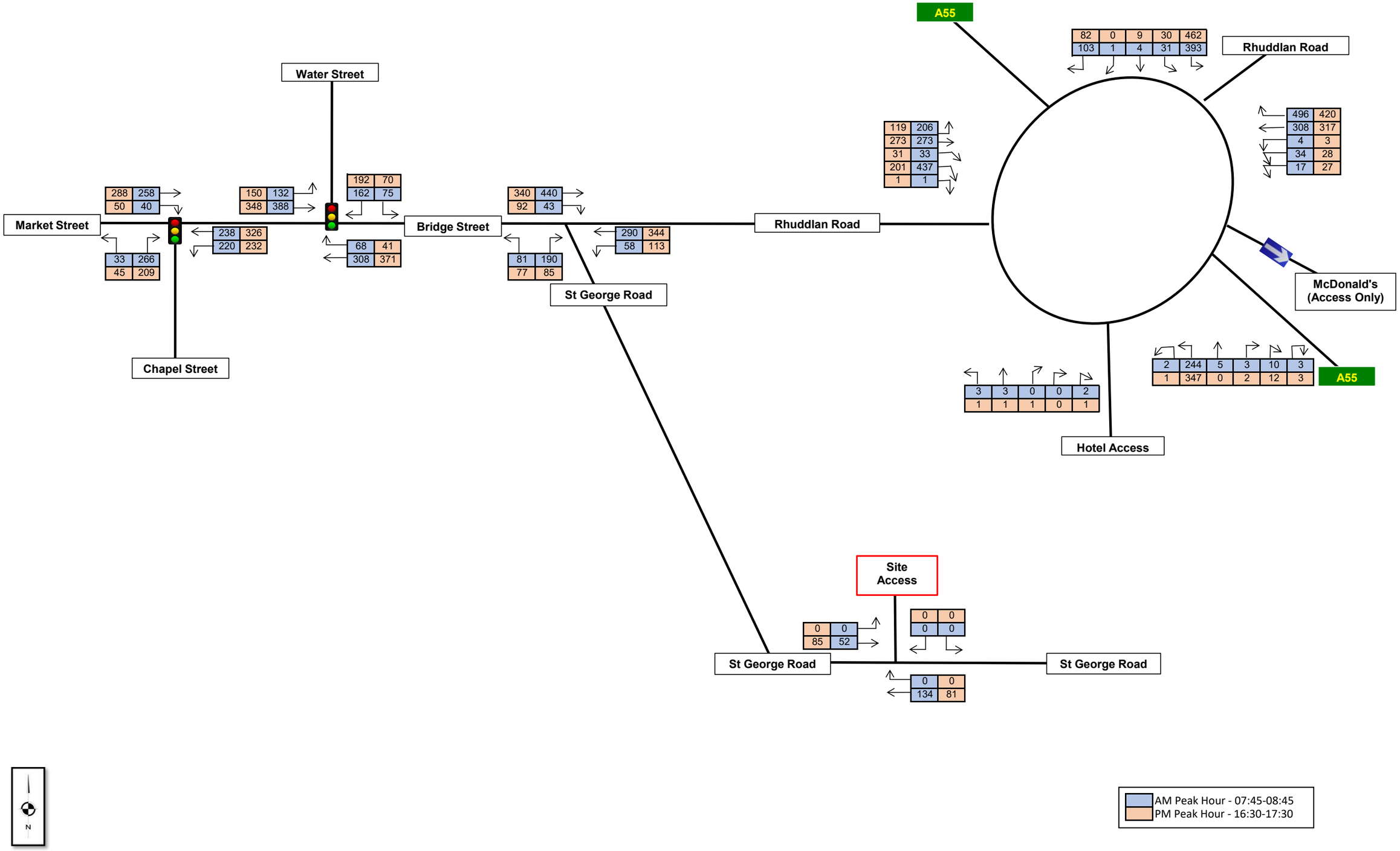
2026 Baseline Traffic Flows (PCU)

Proposed Residential Development, A547 Rhuddlan Road, Abergele

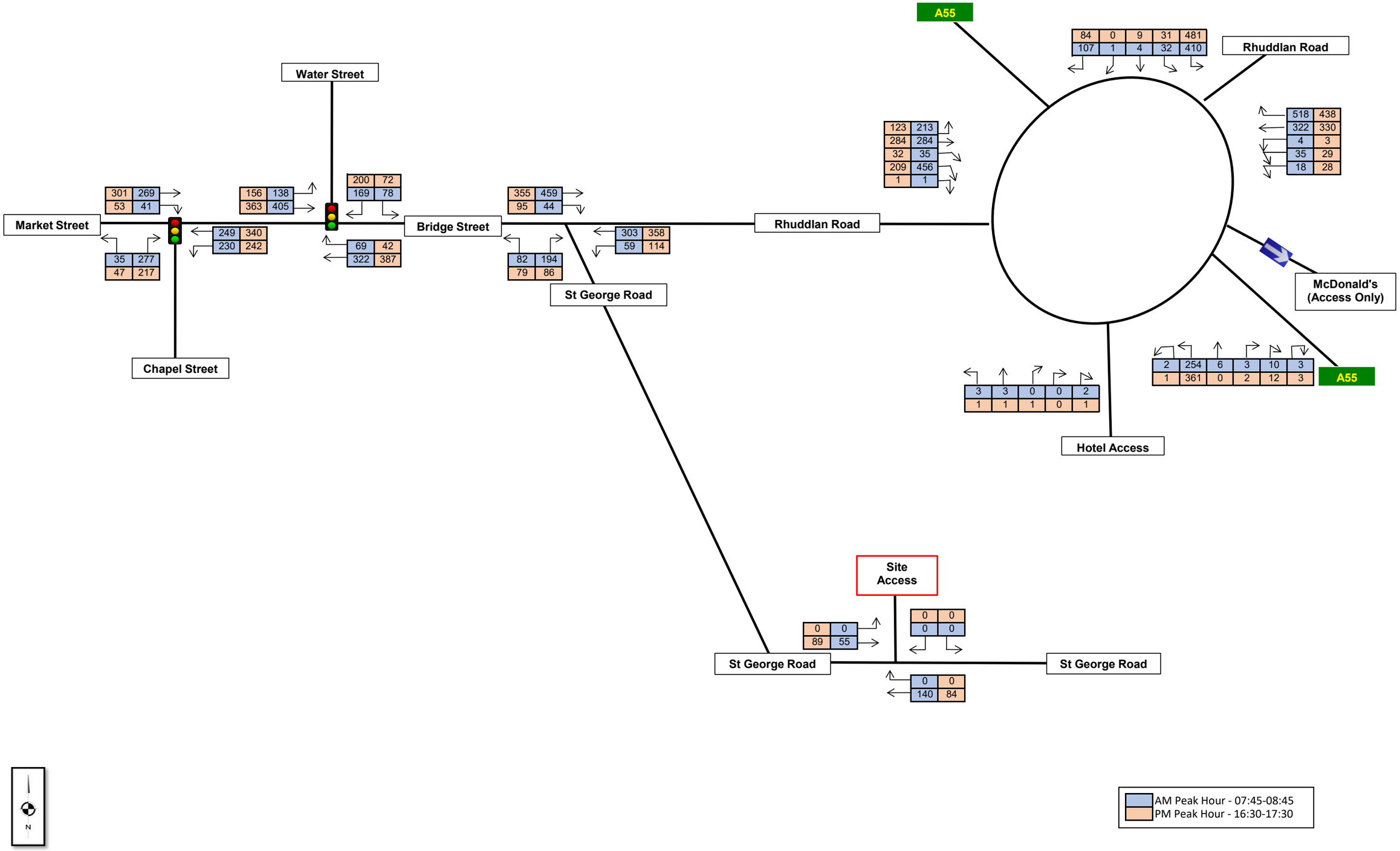
02 November 2026

Job Number - SCP/251288

Traffic Figure 8



S C P Transportation Planning : Infrastructure Design	**2031 Baseline Traffic Flows (PCU)**	**02 November 2026**
		Job Number - SCP/251288
	Proposed Residential Development, A547 Rhuddlan Road, Abergele	**Traffic Figure 9**



S C P
Transportation Planning : Infrastructure Design

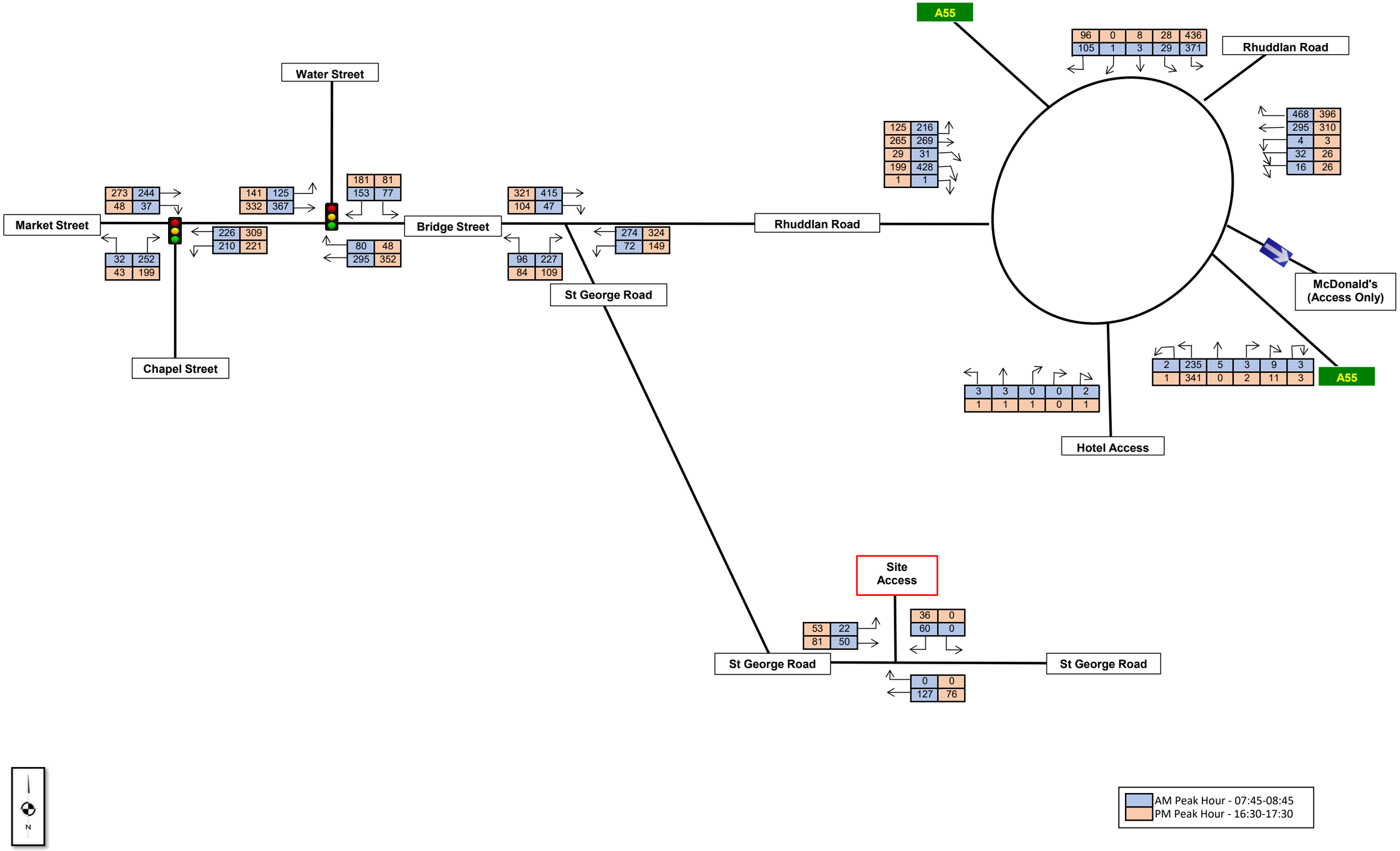
2036 Baseline Traffic Flows (PCU)

Proposed Residential Development, A547 Rhuddlan Road, Abergele

02 November 2026

Job Number - SCP/251288

Traffic Figure 10



S C P

Transportation Planning : Infrastructure Design

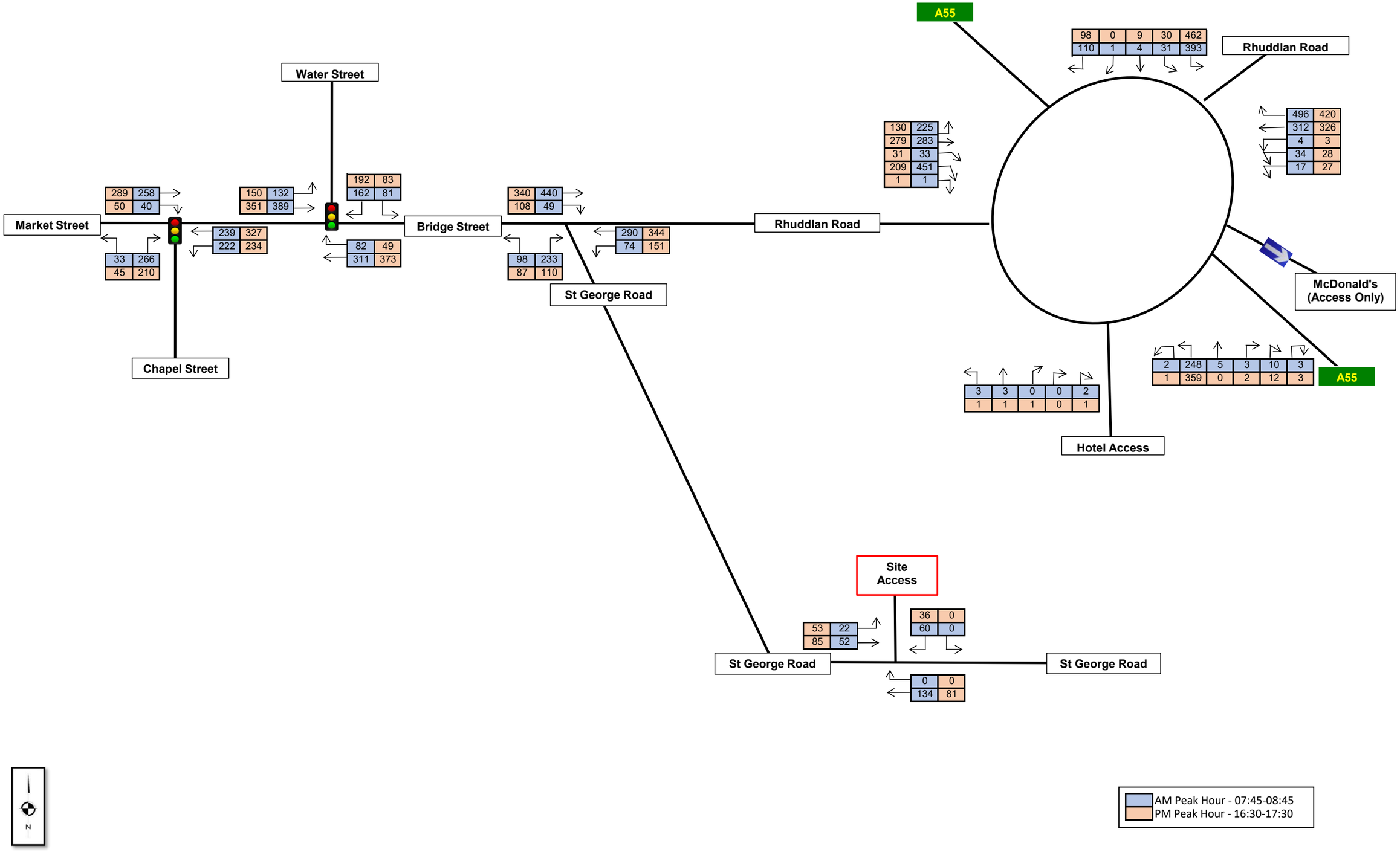
2026 Assessment Traffic Flows (PCU)

Proposed Residential Development, A547 Rhuddlan Road, Abergele

02 November 2026

Job Number - SCP/251288

Traffic Figure 11



S C P

Transportation Planning : Infrastructure Design

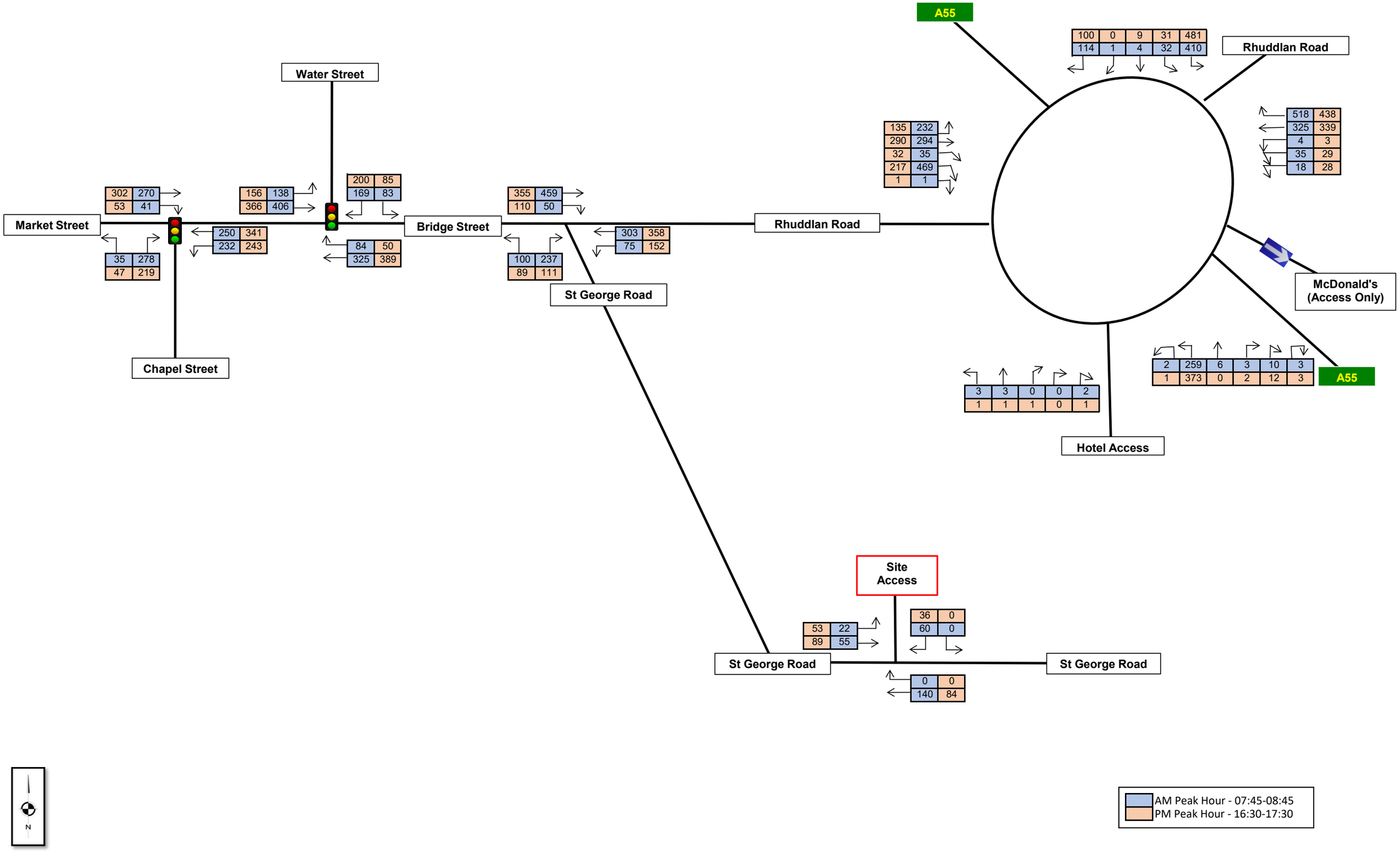
2031 Assessment Traffic Flows (PCU)

Proposed Residential Development, A547 Rhuddlan Road, Abergele

02 November 2026

Job Number - SCP/251288

Traffic Figure 12



S C P

Transportation Planning : Infrastructure Design

2036 Assessment Traffic Flows (PCU)

Proposed Residential Development, A547 Rhuddlan Road, Abergele

02 November 2026

Job Number - SCP/251288

Traffic Figure 13